

JUN 15 1950

RAILWAY AGE

JUNE 3, 1950

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Even a minor repair is expensive today, and any major replacement is a serious drain on already inadequate revenue. The only sure protection against this waste is the use of a *durable* material, that will give the longest possible trouble-free life.

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BALLAST DECK PLATES. Ballast deck bridges save head-room—but they require a highly resistive deck material, if excessive maintenance is to be avoided. Drippings from coal and refrigerator cars, and run-off water, create a severe corrosive condition. Byers

Wrought Iron has proven itself in dozens of individual installations on major roads.

BLAST PLATES. Stack gases, combined with the "sand blasting" action of expelled cinders do serious damage to unprotected bridge members. Byers Wrought Iron blast plates provide dependable protection. In one historic installation, 61 years of service was reported from wrought iron.

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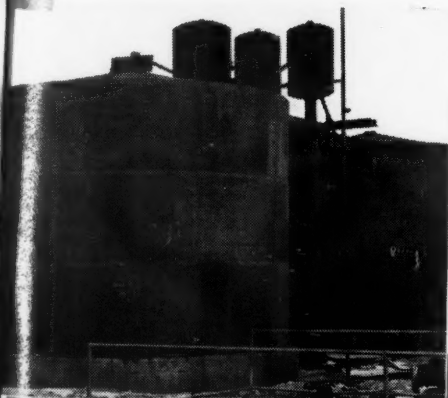
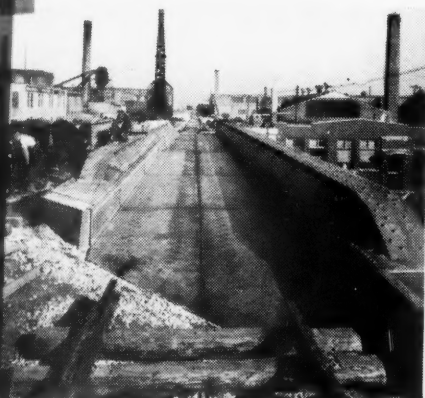
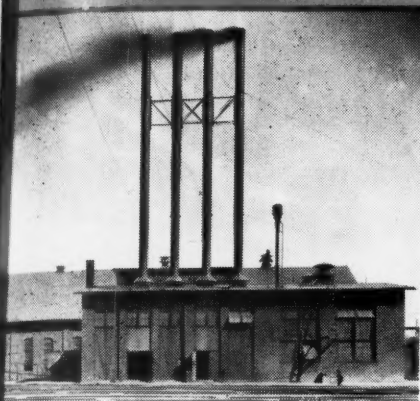
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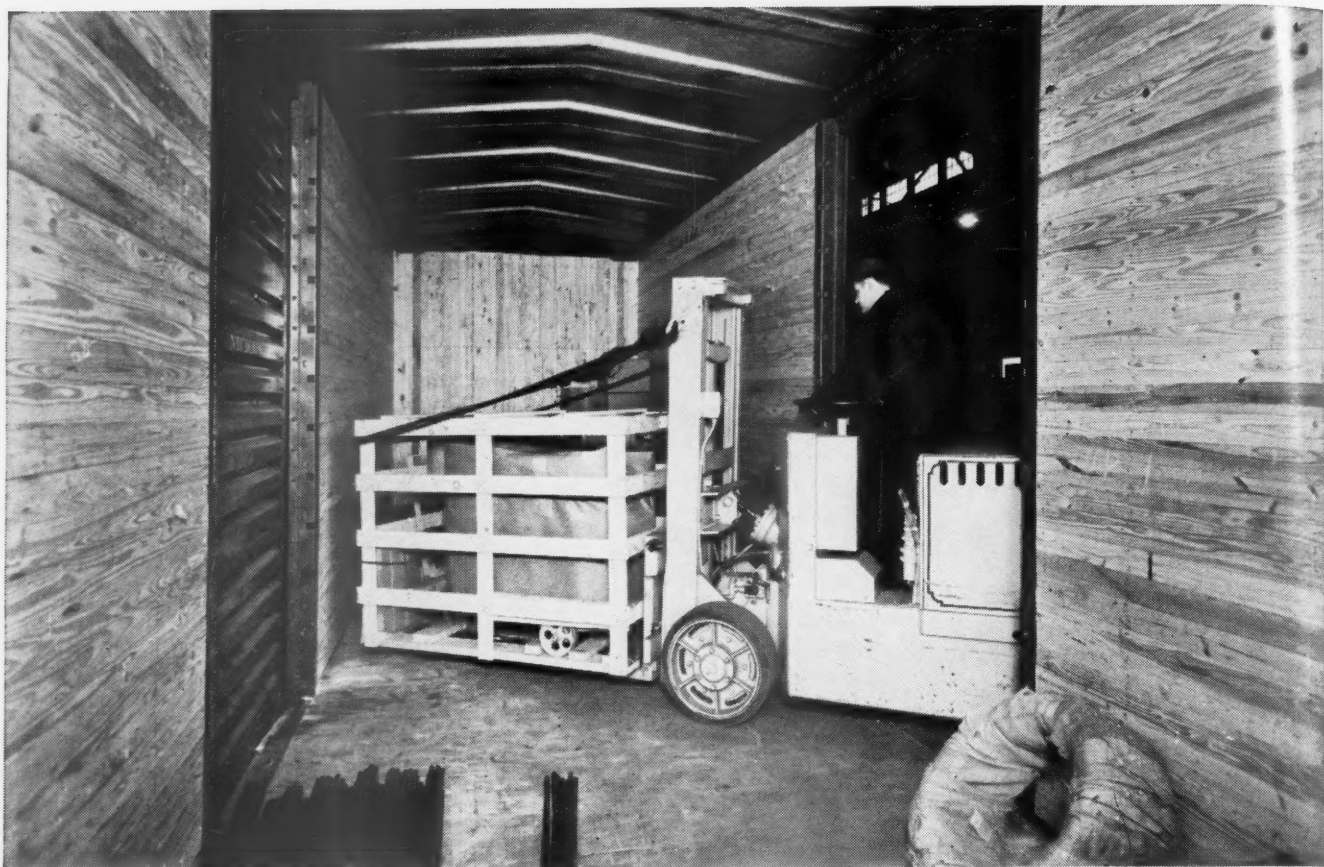
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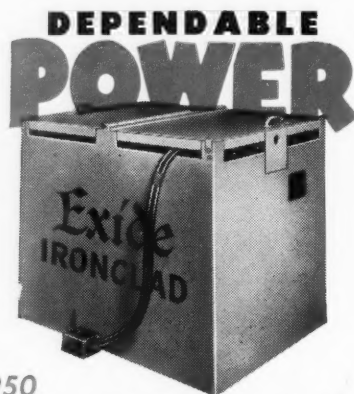
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With which are incorporated the Railway Review, the Railway Gazette, and the Railway-Age Gazette. Name Registered in U. S. Patent Office and Trade Mark Office in Canada.

Published by
SIMMONS-BOARDMAN
PUBLISHING CORPORATION
The House of Transportation
and Building

Publisher of
Railway Age
Railway Engineering & Maintenance
Railway Mechanical & Electrical Engineer
Railway Signaling & Communications
Car Builders' Cyclopedia
Locomotive Cyclopedia
Railway Engineering &
Maintenance Cyclopedia
American Builder
Marine Engineering &
Shipping Review
Marine Catalog & Buyer's Directory
Books covering transportation
and building

Office of Publication, Orange, Conn.
Editorial and Executive Offices at 30
Church Street, New York 7, N. Y.,
and 79 West Monroe Street, Chicago
3, Ill.

Washington 4, D. C.: 1081 National
Press Building—Cleveland 13: Termi-
nal Tower—Seattle 1: 1914 Minor
Avenue—Los Angeles 17: 816 West
Fifth Street—Dallas 4: 2909 Maple
Avenue.

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Subscriptions: including 52 regular
weekly issues, and special daily edi-
tions published from time to time in
New York or in places other than

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GENERAL NEWS

CURRENT PUBLICATIONS

New York, payable in advance and
postage free — United States, U. S.
possessions and Canada: 1 year, \$6.00;
other countries not including daily edi-
tions in Western Hemisphere: 1 year,
\$10.00; 2 years, \$16.00; other coun-

tries: 1 year, \$15.00; 2 years, \$25.00.
Single copies, 50 cents each, except
special issues.

H. E. McCandless, Circulation Mana-
ger, 30 Church Street, New York 7.

Railway Age is a member of Associated Business Papers
(A. B. P.) and Audit Bureau of Circulation (A. B. C.) and is
indexed by the Industrial Arts Index and by the Engineering
Index Service. Published each Saturday by the Simmons-Board-
man Publishing Corporation, Orange, Conn. Printed in U. S. A.

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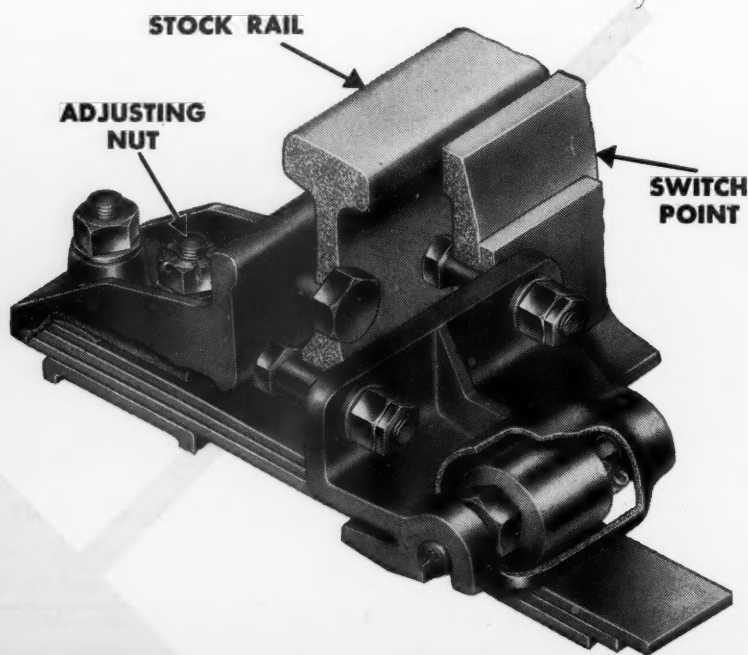
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WEEK AT A GLANCE

HUGHES SUCCEEDS FRASER IN O.R.C.: As reported two issues ago, Roy O. Hughes, of Milwaukee, has been elected president of the Order of Railway Conductors, to succeed the late Harry W. Fraser, head of that organization for nearly nine years and chairman since 1947 of the Railway Labor Executives' Association. The careers of both men are reviewed on page 39. As reported in the News, G. E. Leighty, president of the Order of Railroad Telegraphers, has succeeded Mr. Fraser as chairman of the R.L.E.A.

SOMETHING NEW HAS BEEN ADDED—to the railroad industry's facilities for providing the best possible transportation. The "something" is the A.A.R.'s Central Research Laboratory at Chicago, which was dedicated on May 26, with a luncheon, short talks by railroad executives and an "open house" inspection. An illustrated account of the dedication ceremonies begins on page 34.

THE INEXORABLE LAWS OF ECONOMICS: Because the laws of economics are inexorable—because they need no more positive enforcement than does the law of gravity—and because the railroads are still the most economical agency for the mass transportation on which this country still depends there is no reason for pessimism about the future of the railroads as a means of transportation, no question about their ultimate survival. But there is, as our leading editorial points out, serious question as to whether political and business leadership can be persuaded, by conforming to obvious economic realities, to preserve *private ownership* of railroads. Meantime, railroad men themselves should bend every effort to improve the railroads' economic performance in every possible way, to the end that railroading may continue not merely as an economic activity, but as a privately financed, free-enterprise, non-socialized industry.

MORE LIGHT ON HOT BOXES: Illustrations accompanying the short feature article on page 40 shed additional light on the perennial hot-box problem, by showing the effects of switching impacts and road freight movements on journal packing with and without retainers. The pictures were taken during tests recently conducted by the Santa Fe.

FREIGHT STATION SURVEY: Next week, at St. Louis, the men who run the railroads' freighthouses hold their annual convention, to discuss ways and means of handling freight more expeditiously and with a minimum of cost and damage. Their work, and their importance to the industry, are sometimes overlooked in the more glamorous job of getting tonnage over the road, or the necessity of moving loaded cars swiftly and safely through classification yards. But traffic can be held—or lost—by the treatment it receives in freight stations just as surely as by its handling in yards or on the road. In recognition of those facts, no less than five of the feature articles in this issue—and one editorial—are devoted to various phases of freight station

work. On page 28 is a survey of trends in freighthouse design, with emphasis on some of the numerous advances in layout being incorporated in many new and modernized facilities being built for faster and cheaper handling of less-carload freight—an overall trend which indicates, incidentally, that the railroads have no present intention of letting their L.C.L. business get away from them easily. The following article, beginning on page 32, outlines some of the new developments which promise to reduce costs of station paperwork just as modern station design cuts the cost of physical work. On pages 22 and 25, respectively, are discussions of "what stations to mechanize," and of the substantial reduction in loss and damage claims which local agents can accomplish—if they are given full support and proper tools. And finally, mentioned last here but first in page order (page 20), are seven "memos" to president, v.-p., chief engineer, superintendent, etc., giving the composite opinions of some 20 freight agents on what they need to do their jobs more efficiently and to make freight shipment by rail more attractive to the public. We think their ideas are "required reading" all down the line.

SLIDING RATES FOR L.C.L.? An eastern railroad has just filed with the General Freight Traffic Committee—Eastern Railroads, a 10-page proposal involving, it is understood, a sliding scale of rates depending on volume of merchandise consigned. The new charges would be, in effect, rates intermediate between less-carload and carload, designed to compete with truckload rates. The new rates are proposed for application in Official territory.

"NEW LOOK" FOR PULLMAN CARS: To provide for seasonal or special use sleeping accommodations of the type now commonly available in regular service, the Pullman Company is rapidly modernizing its fleet of pool cars, increasing the number of roomettes and bedrooms, and reducing the number of open sections. On page 42 M. B. Osburn, Pullman vice-president, reviews the progress of the company's program, and plans for its continuation during 1950. Pictures accompanying Mr. Osburn's article show some of the improvements being built into older cars at much less than new cars would cost.

NEWS HIGHLIGHTS: Mechanical Division program.—I.C.C. examiner approves P.I.E.-Keeshin application for trans-continental truck service (but his report is "withdrawn" in compliance with a court order).—Winnipeg flood pictures.—Senate subcommittee continues hearings on transportation, with presentations by Fairman R. Dick and Air Transport Association.—Summary of May equipment orders; and additional orders for Diesels and inquiries for freight cars.—House committee concludes hearings on "union shop" bill.—Equitable Life's equipment leasing plan to be extended to cover Diesel locomotives.—Puget Sound fare cut adds to G.N.'s train-mile earnings.—M. of W. brotherhood asks job guarantees and rehiring of employees.—Protective Section, A.A.R., holds 30th annual meeting.—Switchmen cancel strike.

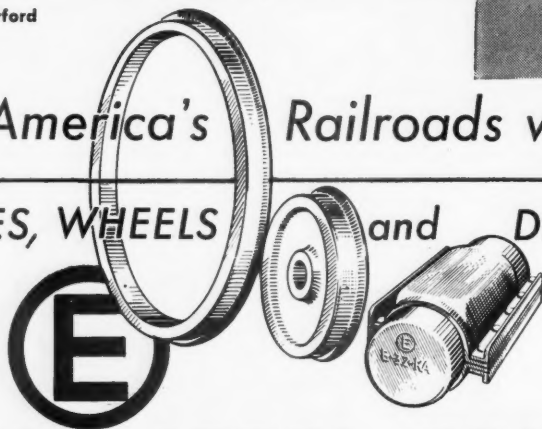


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Watch for other railroad cartoons by Mr. Hungerford

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CAN OPTIMISM ABOUT THE RAILROADS BE JUSTIFIED?

There is an unassailable reason for long-run optimism about the future of the railroads—and that is the fact that railroad movement, in trainloads of substantial tonnage, is a far more economical means of moving most traffic than any alternative method yet invented. This inherent economic superiority, in the end, is bound to determine how the bulk of the nation's traffic will be transported—the only question is one of time—which is, of course, a matter of great importance. The railroads' inherent economy will make itself felt despite discriminatory regulation, which has the effect of making it difficult if not impossible for the railroads, as matters now stand, to attract all the traffic to which they have a superior claim. In the long run, however, the railroads will not be denied the traffic which they can move with maximum economy, by the prevailing lack of compensatory charges for the use of publicly owned transport property (highways, waterways, airports) which competes with railroad plant in private ownership.

Handicaps Only Temporary

These handicaps to profitable railroad operation are demonstrably only temporary—that is, they are too costly to be continued indefinitely. American business and the American people are being taxed to death, and one of the reasons is that they are

paying for so much of their transportation (e.g., by highway, waterway and air) in taxes instead of in direct transportation charges. If this condition continues too long, it will end by the partial or complete socialization of the railroads, thus removing much or most railroad property from the tax rolls, while transferring some of the costs of railroad transportation from users to the taxpayers. With railroad transportation in large part under public ownership and untaxed, the political advantages now enjoyed by rival agencies of transportation will vanish, and the economic superiority of railroad transportation will once more assert itself.

No one in his right mind wants to see the railroads socialized—but the point is that the economy of volume movement of goods by rail is so pronounced that it is not going to be permanently thwarted. If business and political leadership is too shortsighted to permit this superiority to be manifest under private ownership, then private ownership will be undermined and a socialized nation at or near bankruptcy will be forced by sheer poverty to choose the most economical means of transporting its goods.

The laws of economics—e.g., that one does not get rich or stay rich by performing necessary tasks in the most wasteful manner—do not need positive enforcement any more than the law of gravity does. Such laws enforce themselves. Wise people take

note of these laws, and act in harmony with them. In the long run, the bulk of the nation's traffic is going to move by rail, unless a genuinely more efficient and more economical method of transportation is invented. The only question at issue is whether the American people will recognize the economic laws which are operating in this direction, and foster prosperity by conforming their actions to these laws—or whether they will, first, go broke trying to defy the inexorable.

Thus it is that railroading as a function and as an economic activity has an assured future. What is not so certain is the future of individual railroad men and of privately owned railroad companies. If the railroad industry should go broke as private enterprise because of the failure of politics to remove the handicaps which now make the industry so unprofitable, individual railroad men and the owners and managers of many railroad companies are bound to suffer in the process—but this possibility, while disheartening and deserving of all effort to prevent, is something quite different from the prospect sometimes alleged—namely, that the railroads may “go the way of the stagecoach and the mule-powered canal boat.” Such an outcome would run counter to the laws of mechanics and economics, which are not in the long run going to be successfully defied.

A wider realization that the laws of economics will eventually vindicate them should strengthen railroad men in their resistance to prevailing political policies which, while they cannot destroy railroading as an economic activity, certainly can destroy it as a privately financed industry. This realization should also lend determination to all efforts to improve the railroads' economic performance in every possible way—by reducing uneconomic railroad services wherever possible, concentrating attention on operations where no question exists of the inherent superiority of the railroads over other forms of transportation.

New Basis of Survival

It is not recognized as generally as it should be, even by some railroad men, that the railroads' present claim to economic survival rests upon a foundation entirely different from that upon which the industry was originally built. The superiority of the railroads is based today on the fact that they provide long-haul inland transportation by mass-production methods at far lower total costs in capital, in labor and in materials than any other agency of transportation can offer. When the railroads were originally built, it was not in the economy of mass-production that their strength lay, but in the fact that they afforded the *only* form of mechanical transportation.

So long as the railroads represented the only available form of mechanical transport—the alternative being horse-drawn vehicles on roads and

canals—it was economically justifiable to build railroads where no demand for mass transportation existed or was likely to arise. When the automobile and improved highways came along, the railroads lost their attribute of uniqueness as a means of mechanical transportation—and it was only the development of their potentiality as a highly efficient means for the mass-production of transportation which gave them a renewed claim to survival and prosperity.

The nation is growing in population and production and its demand for transportation is growing even more rapidly. The railroads can and should relinquish to other agencies of transportation all the traffic that such agencies can handle *more economically* than the railroads can. With the loss of such traffic, there should still remain to the railroads a larger volume of business than they have ever enjoyed, even during the recent war. There is, then, *no question of the railroads' survival*—the only question lies in whether business and political leadership can be persuaded, without coercion by events, to conform to economic realities and thus preserve private ownership of the railroads. If the railroads are not given an opportunity to revive and survive under private ownership, then they will inevitably assert their power to survive under socialization.

COLLABORATION NEEDED IN FREIGHTHOUSE DESIGN

As a factor in the railroads' efforts to put l.c.l. handling on a more efficient basis the design of freighthouses has assumed a new importance. Congestion at freighthouses, with consequent delays in handling merchandise, can no longer be tolerated if the railroads are to compete successfully with highway trucks in giving customers fast service. At the same time, increased hourly wages of freight-house personnel have imposed the necessity of putting l.c.l. handling on the most efficient basis possible if costs are to be kept in line. Freighthouse design is a key factor in getting greater speed and greater economy in handling shipments, and it is recognition of this fact that is the primary reason for the present high rate of activity in improving freighthouse facilities.

Superficially, at least, the problem of designing a freighthouse would seem to be simple, and at one time it may have been as simple as it seems. The basic requirement is suitable areas, at least partly protected from the weather, over which freight can be moved when transferring it between highway vehicles and cars, or from car to car. But this basic conception is subject to almost infinite refinement when consideration is given to the requirement that

the facility must be designed to permit freight to be moved through it at optimum speed and economy. The location and spacing of columns, platform widths, and sizes of door openings are details that must receive careful attention along with the bigger questions, such as the general layout required to take advantage of the maximum potentialities of mechanized equipment.

Few, if any, mathematical equations have been evolved for deciding these questions; experience and judgment are the primary requisites of the designer. That is why, when designing freight-houses, engineering departments must lean heavily on the freight agents—the men best qualified to know the requirements of these facilities from the operating point of view. The fact that his zeal and lack of knowledge of engineering matters may lead the freight agent at times to make impractical or uneconomic suggestions does not disqualify him as an invaluable consultant in freight-house design, nor does it excuse the designer from soliciting and thoroughly studying the agent's views.

MODERN REFRIGERATOR CARS DO A GOOD JOB

Despite the fact that temperature failures do occur in connection with the operation of railway refrigerator cars, this equipment with conventional ice-type cooling renders a remarkable service to the American public in the movement of perishables, other than frozen foods, both from the standpoint of volume and reliability.

With respect to the relatively small number of instances in which something goes wrong with the equipment or the human element which uses it, records of the Association of American Railroads' Freight Claim Division show that only 2.1 per cent of the total freight loss and damage in 1949 was due to temperature failures, 0.9 per cent being chargeable to improper refrigeration or ventilation and 1.2 per cent to freezing or heater failure. The products on which most of these losses occurred were fresh vegetables and fruits, and fresh or cured meats.

In an effort to minimize these losses as well as to suggest possibilities for improvement in service, the A.A.R. Refrigerator Car Research Bureau is now actively engaged in an investigation heading up at the new laboratory in Chicago. As a result of this work, improved pallet loading may be recommended which will necessitate changes in the size of refrigerator car doors, strength of floors, etc. Detailed studies are being made of the refrigeration obtainable from ice and salt mixtures and other studies are expected to develop information regarding improved insulation and methods of application, eliminating

moisture condensation and the economical use of new refrigeration systems.

Some of the service tests conducted by this bureau in cooperation with the U. S. Department of Agriculture are highly significant. Among other things they show that a modern refrigerator car, with built-in air-circulating fans, 3½ to 4 in. of insulation and bunkers that hold 11,000 lb. of ice will maintain temperatures of 40 deg. F. or less in transit under the usual conditions of refrigeration service and 10 to 15 deg. F. if the ice is salted heavily, that is up to 30 per cent of the ice supply. When temperatures of 50 to 60 deg. F. are needed for sensitive commodities such as tomatoes, ventilation or combined ventilation and refrigeration are used. One of the principal problems in heater service is to avoid overheating, and the use of cars equipped with fans and thermostatically controlled heaters is reported to have proved helpful in this connection.

With adequate precooling, when necessary, effective bunker icing, body icing, ventilation, or heater equipment, as required, the modern refrigerator car is giving effective, low-cost transportation service for the great bulk of commodities handled in this type of car. In both cooling and heater service, air-circulating fans have proved of definite value in quickly equalizing temperatures throughout the cars.

The problem of refrigeration not yet solved for railway transportation is that of frozen foods and concentrates. The latter, particularly, require maintenance of temperatures lower than can be depended upon from ice and salt. Here the need is for some form of refrigerant other than water ice, and a number of arrangements are under development. Already mechanical refrigeration has been applied extensively to motor trucks on the highways. The need for rapid progress in the development of refrigerator-car applications is urgent.

"Without adequate railways we can neither defend this nation nor distribute to its citizens the foodstuffs, raw materials and finished products necessary to maintain our modern way of life. If our railways ceased operating for a few days, commerce and industry would be paralyzed. With the sole exception of the armed forces, no part of the complicated machinery of defense is more important than railway preparedness. And not even the armed forces could be maintained for long without a railway system in first-class order. . . . There is urgent need for further railway modernization, which cannot be provided without a continuous supply of capital. That capital will not be available without a restoration of investor confidence through an assurance of continuous adequate earning power. . . . The railways should be accorded the opportunity to earn a fair return upon their net invested capital, as a condition precedent to solvency—to attracting new capital when required—to promoting continuous modernization, and to maintaining safety and efficiency of operation. . . . This country cannot carry on business successfully without adequate rail transportation."

—P. Harvey Middleton, president, Railway Business Association.



Whether he directs activities at a big city station or a small one the freight agent has a wide range of responsibilities

Railway Age went to about 20 freight agents at important stations to find out what they deemed necessary to make their work most effective in giving the public the kind of service to make freight shipment by railroad more attractive, and which would make the performance of their jobs more efficient. We put it to the agents this way. Suppose you were invited to write a memorandum to the officers of your company—from the president on down—telling just what you, personally, thought they could do, and should do, to make it possible for you to do a 100 per cent job—no holds barred! The following is a composite of their opinions:

Memo to the President:

Dear Chief: You have asked me "to let my hair down" and say just what's on my mind; to point out the things I need to have to do a better job.

Your earnest consideration, and your support in the consideration of capital expenditures for improvements to freight station facilities, and for equipment to handle l. c. l. more efficiently, is implored. There are available to us today many means by which we may improve service and encourage new revenue, and, at the same time, reduce operating costs. Many of these devices are listed in the following memoranda to the appropriate officers.

We need your personal endorsement of our claim prevention activities.

As you know, our stations are an important adjunct to the main physical plant—the motive power, rolling

NOW IF THE

stock and right-of-way—to which you give such close attention. I would be very much encouraged, and so would the forces which I supervise, if you would take a constructive look at the facilities with which we have to work. Before either you or I came to work for the railroad they pulled the trains with woodburners, and they handled the freight with two-wheeled trucks. The woodburner has disappeared, and the Diesel has largely sidetracked the steam locomotive, but the two-wheeled truck still handles the preponderance of less-carload freight. I think you might be a little surprised if you found out how many antiquated methods we are still employing, not because we don't have the "know-how," but, frankly, Mr. President, because we feel we have been somewhat neglected—perhaps I should just say overlooked, in view of the pressure of all the major problems with which you have had to deal lately—when it comes to the modernization of our railroad.

Memo to the Vice-President and General Manager:

Brace yourself for a long list of "we need's," Boss! First and foremost, we could use more up-to-date materials-handling equipment—fork-trucks, tractors, burden-carriers and so on. With an adequate roster of this equipment, we could cut loss and damage, increase man-hour productivity and reduce labor costs and personal injuries. It would permit us to go to pallet operations and the use of skidded containers to utilize small lots for single destinations, thus avoiding a lot of individual handling.

We'd like authorization for more scheduled overhead cars to cut the number of transfers, speed freight, cut handling costs and reduce loss and damage.

Improvements in the methods of handling paper work have not kept pace with the improvements in train operation. There is a need for more transmission of billing by wire and mechanized photo reproduction, so that the bills are available well in advance of the freight. As merchandise service improves, and as the number of passenger trains with baggage service for forwarding railroad mail decreases, the margin of time between receipt of the waybills and receipt of the freight is lessened; sometimes the freight beats the bills and has to wait to be unloaded. Aside from photographic reproduction of bills, we need modern billing machines, and the proper forms to eliminate extra moves, like stuffing and stripping carbons.

We need your "o.k." on a lot of jobs that the engineering department could do to help us do a better job.

Memo to the Chief Engineer, M.-of-W.:

There are many ways in which you and your department could help make our freight handling job more efficient. First off, we would like to have our house tracks in good shape to prevent

THE BOSS SHOULD ASK ME

This is what I would suggest he do to enable us to do a better all-around job at the freight stations

derailments. A car off the track at setting-up time, particularly on the lead, costs an awful lot, not only in switching crew wages, but in wages for most of our freighthouse laborers who are kept idle waiting for cars to work. Then, of course, there is the service angle. Early morning deliveries are what our receivers want most.

In order to make the best use of the mechanized equipment we are always plugging for, we need good platforms, free from pits and weak spots. Good platforms prevent freight from falling off trucks and tractor trains, reduce loss and damage, prevent personal injuries and speed operations. The approaches to the street doors need to be maintained so trucks and trailers will be at the proper elevation for economical handling. We could work better if we could get rid of a few posts, increase clearances and floor space. A drained area for maintenance and storage of mechanical equipment will help us keep oil and grease off the platforms. Relief from antiquated methods for handling ash disposal would save us wasted man-hours.

Memo to the Superintendent, Car Department:

There are a multitude of things that could be done to the freight cars to make our job more efficient. If definite cars could be assigned to less-carload traffic, particularly where we have regular moves and return loads, we could cut loss and damage with a number of devices that are available—adjustable cross members and shelving, stanchions or gates. Loops to attach steel strapping would save time in blocking cars and make it possible to unitize loads. Cars with modern trucks and draft gear could cut down a lot of damage. The use of snubbers, if they are maintained, averts a lot of damage from vertical motion, which is something we find hard to overcome even with good loading practices.

The inspection of the car structures *before* they are placed in the house would obviate costly and time-taking transfer of lading in cars shipped just before departure time. Some of this could be overcome if provisions were made for minor repairs—defective safety appliances and so forth—right at the freighthouse. It would help if your foreman were trained in good loading practice so they could supervise intelligently the transfer of lading from shipped cars; from our experience some very serious damage has resulted from improper stowage of lading transferred by shop forces.

Memo to the Superintendent of Stations:

Boss, I could use a little leeway in hiring help in the office and the house so that variations in forces could be tied in more directly with business fluctuations. I need your confidence in the matter of my judgment when it comes to the utilization

of forces. I've been an agent a long time, and I feel that I am capable of using the equipment and personnel which is available to me—after all, you know, you can get rid of me in a hurry if the overall job isn't what is required.

But with your confidence, and a little lateral in which to exercise my judgment, I know that I can do a job that you will be proud to have done for you.

From where I sit, it appears that there are too many reports required. On top of that, there are never-ending "studies" to be worked up that interfere with orderly routine.

And don't forget that we have to work with all kinds of men, or that these men have labor agreements which they have negotiated with management and by which we are bound.

It looks like the "red tape" involved in hiring new employees could be reduced if we had a single standardized application form, with a number of carbons, that will meet the requirements of all departments.

Memo to the Superintendent:

The times I need your help, and need it badly, are when we fail to get the kind of service we need; when placements are late, pulls are late, and cars miss trains. I think you can and should guarantee us that house cars will receive the same preferential treatment that is accorded forwarder cars. Our efforts to cooperate with the traffic department in selling railroad transportation are very closely akin to the kind of service which your organization furnishes us.

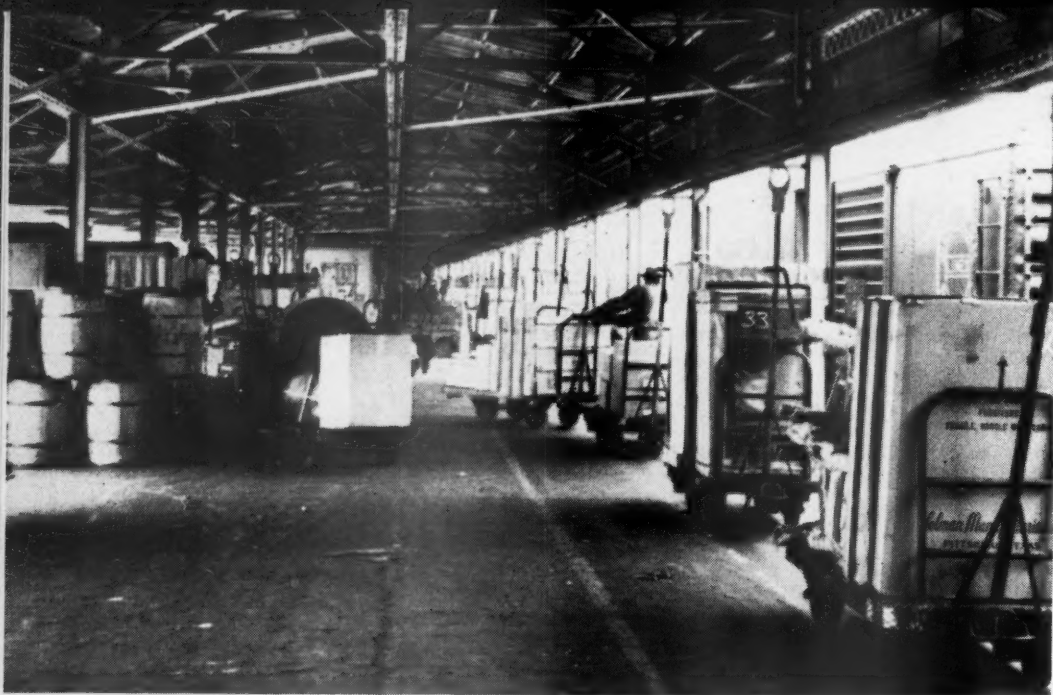
Your efforts to see that the trainmasters and the road foremen of engines have planned programs for controlling loss and damage can help make my job more effective.

Memo to the Trainmaster:

When your yardmasters select cars for setting up the house, how about giving us Class A equipment! We aren't loading company material, you know. Lots of the cars we forward have in excess of a hundred revenue shipments in them.

We need cars with good roofs and good floors, thoroughly cleaned and free of nails, splinters and projections.

When cars are pulled we would like to have fixed arrangements to get them out on the first trains—treat the merchandise cars as preference freight, the same as perishables. That's one sure way to get more business, and it will reduce a lot of customer dissatisfaction, a lot of tracing, and a lot of calls to the yard office to find out where the cars are, or what train they went out on.



Endless chain conveyors such as this one at the Southern Pacific's Houston, Texas, freight station are growing in popularity



The fork truck is definitely saving money at places like the Baltimore & Ohio's Locust Point terminal, where large quantities of freight are handled; the truck contributes to maximum utilization of vertical space

Below left—As on all railroads, Atlantic Coast Line truckers used to handle all the freight at some of the medium and small agency stations. Below right—Now Colson semi-live skids and jacks are increasing man-hour production to the point where the equipment has paid for itself several times over. Another railroad reports that at a fairly large station this type of equipment paid for itself almost twice in a single year



WHAT STATION TO MECHANIZE?

*Principle of moving largest possible load at one time
generally applied to secure greatest cuts in costs*

With the railroads making a real drive to regain some of the l.c.l. business which has been lost to the trucks, the necessity for reducing the expense of handling such traffic becomes more important than ever. Generally speaking, the faster this class of freight is handled—i.e. the more tons a given labor force can handle in a given period of time—the more economical is the operation. Thus many transfer and larger city stations have been mechanized, with profit. (For example, stations in 119 of 138 cities in the U.S. and Canada which have populations of 75,000 or more have unit load handling equipment.) Merry-go-round conveyors, fork lift trucks, burden carriers—all have contributed to the savings achieved by mechanization at the larger stations. The savings at these larger stations, however, have not yet been complemented by comparable savings at smaller freight-houses, although there is a fertile field for experimentation in this direction.

It frequently is difficult to show that certain installations of equipment at the small or medium-sized stations are money savers, because at times all cost factors are not taken into account. Frequently not considered are depreciation, return on the investment and even maintenance. Despite this, there are some indications that a station does not have to handle 1,000 tons or more per day to be mechanized profitably. For instance, at one point where tonnage ranges from 1,500-2,000 tons per month, a fork truck has been installed.

Even if, for purpose of comparison, it is assumed that the rate of pay of freighthouse labor was the same in both 1947 and 1950, then the increased production attained with this device has made freight-handling costs at this station about \$68 per month cheaper than in 1947. (This is labor saving only.) Gasoline, oil and maintenance are running at about \$20 per month, leaving \$48 per month to be applied against depreciation and other charges.

Fewer Man-Hours Required

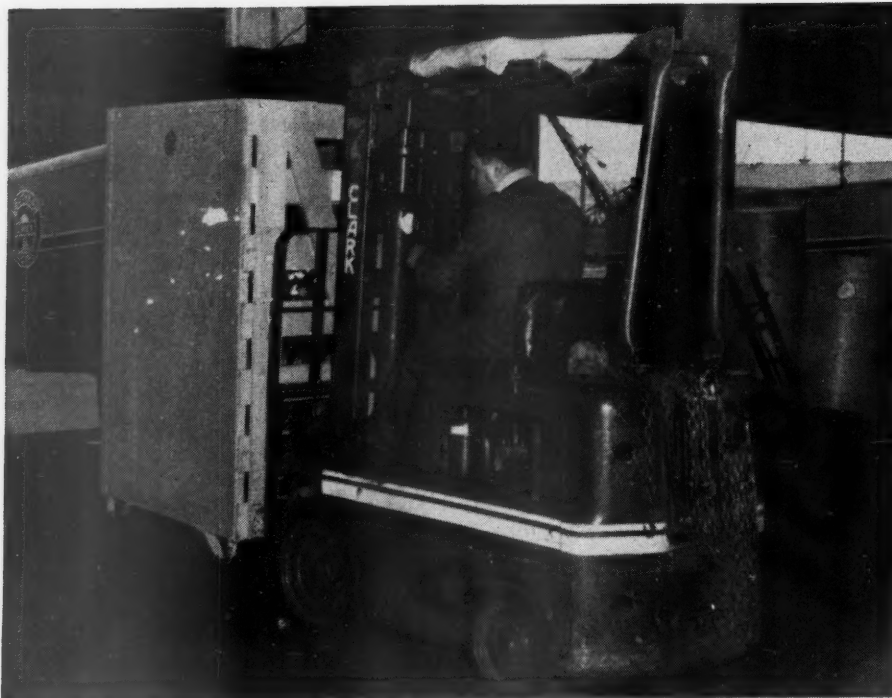
These economies are possible because of the smaller number of man-hours required to handle freight with mechanical equipment. For example, in handling one type of material, the fork truck does the job with only 25 minutes of labor time expended, while with hand trucks it used to require about 2½ man-hours. In handling another commodity, 20 tons are handled by

the fork truck in 2 hours, as compared to approximately 5 man-hours required with the old hand truck. In a case where a heavy plumbers' fitting is moved by the fork truck, in the quantities usually brought to the station two men and the fork truck do the work in about ½ hour, while it used to take a gang of men nearly 2 hours to perform the same work. Some of this material is brought to the station on pallets which can be moved directly to the car, thus contributing some of the savings mentioned above.

At another and larger station, where the monthly volume runs close to 4,000 tons, a fork lift and some semi-live skids and jacks have been installed. The fork lift handles mainly carload business, particularly bales of pressed waste paper. Formerly, three men handled these bales across the floor of the freighthouse and into the cars. Now, one man with the fork truck does

A number of roads have installed the fork lift equipped with push-off device at points where carload business is handled. The Lackawanna uses this type equipment together with the take-it-or-leave-it pallet and has attained a "production" of 2.83 tons per man-hour





The fork lift is specially adapted to handling skidded containers. Cost cutting data are meager as yet, but there is no doubt that the container does reduce loss and damage

this job. The fork lift and the semi-live skids and jacks are saving about \$560 per month in direct labor expenses. Rental charge for the fork truck, plus maintenance, fuel and lubricants are said to be about \$200 per month, leaving about \$360 to be applied against the cost of the skids and jacks and depreciation thereon. (No charge for depreciation on the fork truck is included because that is covered by the rental fee specified by the owner.)

What do the semi-live skids and jacks contribute to this operation? The agent in charge of this operation reports that one man can handle a ton of freight easily with this equipment, but when the four-wheeled floats were used the movement of a ton of freight generally required two men.

Freight Put on Skids

The same type of skids and lift jacks are used at other stations along the lines of one railroad. On this road, coordinated truck service frequently is substituted for peddler cars. Freight received at one break-bulk point is put on skids immediately and transferred to a highway truck for movement to other stations. At the destination points the skids are quickly shifted to the pick-up and delivery trucks which promptly move on to the consignees' doors. Two or three manual handlings are avoided, making for fewer missed connections, less overtime, and less chance for damage or loss. A year after the installation of this equipment production had increased by about 20 per cent. Figuring the labor savings at today's rate, the saving in one month was about \$100. In a year, in other words, the equipment not only saved enough

money to pay for itself, but also more to take care of full depreciation.

At this station, incidentally, a very significant situation has come up. After the savings indicated had been realized, tonnage recently has decreased so sharply there that production dropped below what was being obtained before the mechanical equipment was installed. This is a case where there is enough tonnage to require that a minimum force be kept, though the men do not have enough freight to enable them to produce at the rate once obtained. Were it not for the elimination of many manual handlings, however, it is quite likely that the minimum force would have to be increased.

At another station in a small city, where the volume is between 600 and 800 tons per month, the labor saving made by a fork truck is about \$31 per month. After \$15 per month is paid out for fuel, lubricants and maintenance, some \$16 is left for depreciation. While this does not pay reasonable depreciation on the equipment, the possible loss of business had not these units been installed might have been rather serious. At this particular station not too large an increase in business would make the picture much more favorable.

The variety of results so far experienced and the paucity of conclusive information available have indicated to the railroads that it will be desirable to set up some common means of figuring costs by which different roads can compare results one against the others. There is also a growing appreciation of the need for more serious study on the part of the station service departments of the railroads, directed at finding out just where different types of equipment can be used profitably.

FREIGHT STATIONS CONTROL MANY MILLIONS OF FREIGHT CLAIM DOLLARS

Given complete support and the proper tools, the local agent can make a substantial contribution to net through a reduction in the bill for loss and damage

Freight agents feel that the most encouraging development in freight loss and damage "therapy" today is the increasing attention given the subject by top railroad executives, as evidenced, for example, by the joint meeting last October of representatives of the Eastern Railroad Presidents' Conference and the Eastern and Chicago Claim Conferences of the Freight Claim Division of the Association of American Railroads. Attending, and featured as speakers, were operating vice-presidents of major trunk lines.

If a claim prevention program is to succeed, enthusiasm for it starts at the top and works down through each level of supervision to the freight agents, to the foremen of the freighthouse platforms and the men they supervise. With proper support down through the chain of command, it is possible for the agent and his foremen to set up committees of freighthouse workers, thus transmitting enthusiasm for constructive preventative measures right down to the individuals who, collectively, have the greatest measure of control over loss and damage.

About 22 per cent of the total loss and damage bill—a figure in excess of \$25 million—was paid out on less-carload freight last year. The freighthouse exercises substantial control over this expense. Receiving clerks in the freight stations receipt the bills of lading on every shipment by railroad originating in the United States. Here lies the opportunity for the informed and able employee to see that the markings on freight are adequate, legible and durable; that the container or method of shipping meets the requirements of the Consolidated Freight Classification, and—if so—to see that the billing is marked for loading in the proper car.

Don't Want to Say No

One large shipper made the statement at a recent Shippers Advisory Board meeting that he could "take a truckload of freight down to almost any freight station . . . in the United States and ask for a signature on the bill of lading and get it, and not a soul there will say a word to me about the condition of the freight and whether the packages and containers meet the packing specifications." The reluctance of some employees to refuse freight is traceable to their conscientiousness—they don't want to scare any traffic away from their railroad. The fact is, of course, that



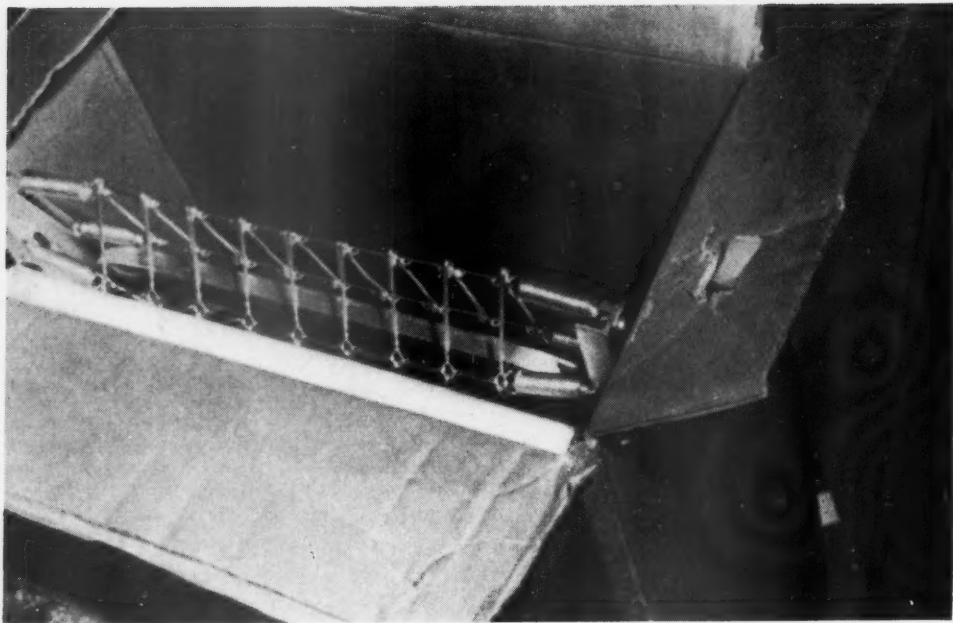
Job Insurance Policy

"Job insurance" is good service, free from loss, damage or delay, says the New York Central in a booklet on careful handling distributed to its employees

practically any industrial traffic manager would be eager to learn that his shipping department was lax in meeting packaging or marking requirements. His company suffers along with the railroad if shipments fail to reach the consignees promptly and in good condition.

One important factor complicating the performance of the receiving clerk is the large percentage of freight accepted by contract truckers in pick-up service. Some agents have met this situation by inspecting freight received by pick-up, holding shipments which do not meet requirements, and phoning the shipper requesting that he return the bill of lading or put the shipment in good order. Where this has been done, shippers have been—by and large—very cooperative.

Platform laborers are charged with the trucking of freight to the proper cars for loading. Their interest in the job, and the training they have received, has much to do with whether or not it is loaded without damage. One of the nation's largest shippers has just concluded tests, secreting impact recorders inside



BEFORE AND AFTER
— A folding bed, shipped without any packing, ripped open its carton. At the Milwaukee's Galewood cooper shop, the carton was first stuffed with waste paper and a "holder-in-place" and then sealed with gummed tape, precluding a subsequent claim. At the right in the last picture is a fragile package which has been resealed and bound with metal strapping

l.c.l. shipments, and has determined that careless handling on platforms—not transit shocks—is the main cause of damage to his merchandise.

At the cars the tallyman has an opportunity to check for proper loading, and can hold out shipments which, in his judgment, are not properly prepared for transportation. At stations where the services of the weighing and inspection bureaus are available, their inspectors can make final determination on the adequacy of containers or packages, and can call on shippers who fail to meet requirements.

Stowage is next. Although rough handling of cars in yards and on the road is largely beyond the control of the freight station forces, nevertheless, stevedoring forces can very materially modify the effect of rough handling by building smooth, compact loads, with heavy freight anchored on the floor and fragile freight secured on top, and with rough freight segregated from "tender" freight.

Billing department employees can contribute to claim prevention by ascertaining that waybills, when prepared, correspond with the descriptions, quantities shown, and routings indicated on the shipping orders. Clerks pouching waybills and shipping orders are depended on to sort bills accurately, rechecking each pouch before mailing to see that the bills are sorted according to the proper car or spot number.

At the receiving end, an inexpensive camera can be the agent's best weapon for the claim prevention battle. Interior photos of arriving cars often reveal that damage was a result not of rough handling but of improper stowage—insufficient protection against the ordinary hazards of transportation. With photographic evidence, the destination agent can pin the blame on the origin station and so achieve corrective action.

Plenty of "Tools" Available

Many relatively new means are at hand to cut loss and damage—if the agent can secure authorization for them. Principally, there are the many recent developments in mechanized materials handling equipment which can contribute importantly to reduced damage,

particularly when used in conjunction with pallets. The unit handling of quantities of small shipments reduces the number of individual handlings and, consequently, the exposure to damage. Built-in devices which segregate merchandise and bulkheads have proved very effective in cutting damage caused by shifting in merchandise cars. The effectiveness of these devices can be extended by pooling bulkheads for interline movements. Agents can set up arrangements for bulkheading in two-way operations between given stations. Impact recorders can be used to advantage in l.c.l. movements as well as in carloads to ascertain where rough handling is occurring, or if stowage methods are adequate to meet ordinary transportation impacts. Ballots and veri-checks are relatively simple devices by which over and short freight can be controlled. One agent at a large station reports a 50 per cent reduction in errors in the first month following inauguration of a ballot system.

Coopering shops at larger terminals are an important adjunct in controlling loss and damage. Supplies of materials such as knocked-down cartons, bags and wrapping paper are kept on hand for reconditioning shipments that may be received in damaged condition. Use of metal or fiber banding instead of rope or twine has minimized claims—tying and loose patching, coopers have found, invites the suspicion of the patron.

A great deal is being accomplished in the way of claim reduction by employee training and education. Most effective are those programs in which the employees themselves participate—usually as members of some sort of perfect shipping committee. Visual education methods have proved most effective, and many roads have made these aids available to agents, but it has been suggested that their usefulness could be expanded by interchange between carriers. Illustrated folders and posters aimed at raising morale and improving skills, bulletins on changed packaging requirements and on the operation and care of mechanized equipment, when made available to employees demonstrate recognition of the employees and of their importance in reducing the claim bill and tend to improve their standards of work.

B. OF R. T. HELPS C. P. R. CUT ROUGH HANDLING

TO SECRETARIES AND LOCAL CHAIRMEN,
C.P.R. LODGES, LINES EAST, B. OF R.T.

SMITHS FALLS, ONT.

The management has requested the cooperation of representatives of the running trades and their members in an effort to effect an improvement in the handling of traffic so as to avoid damage enroute, retain business for our company, work for our members, and the good will of the company's patrons by eliminating, as far as possible, the inconvenience resulting from damaged shipments.

Perhaps if I quote from a letter received in this office it will impress all concerned with the importance of this matter.

"One paper company during the past few months has been trucking an average of 135 truckloads per day on the highway, each truck handling approximately 12 tons. The reason given by them for using the trucks is damage on the railways."

This one instance serves to illustrate the serious loss that may result to our company and our members when freight shipments are damaged. In this case trucks are hauling 1,620 tons of paper per day. It would require 54 freight cars, containing an average of 30 tons each, to move this business. The return movement of empties and servicing the plant adds up to a serious loss for all concerned.

It does appear that the time is at hand when all connected in any capacity with railway operation should give serious consideration to the problems confronting the management and employees. . . .

This is a question of vital interest to our members. Loss of business, as cited above, inevitably results in less employment.

I feel that every member will wish to do what he can to meet this situation. No doubt many of you may have valuable suggestions to offer. They are solicited. . . .

YOURS FRATELLALLY,
-(SGD.) H. BURTT
Acting General Chairman, B.R.T.



TRENDS IN FREIGHTHOUSE DESIGN

The many new and modernized facilities being built to handle l.c.l. business reflect numerous advances in design and layout aimed mainly at faster handling and lower costs



Above—Wide driveways to assure ready maneuverability of highway vehicles are an essential feature of the modern freighthouse, as at the new freight terminal of the Texas & Pacific at Dallas, Tex.

Facing page — Fire-resistant construction, as exemplified in this covered platform at the Union Pacific's new freight transfer station at North Platte, Neb., is a "must" feature of the modern freighthouse

Left—The brightness of this freight station office, the acoustical ceiling tile, and the modern construction make it an attractive place for the employees of the Northern Pacific to work and meet customers at Billings, Mont.



The construction during the past few years of a number of new l.c.l. freighthouses serves to point up the developments that have occurred in the layout and design of such facilities. The modern freight station is of fire-resistant construction, has adequate platform space for the movement and temporary storage of merchandise, and has wide flanking driveways to assure the ready maneuverability of highway vehicles. The platform layout and dimensions permit the most efficient use of mechanical equipment. Pleasant and modern accommodations are provided for the use and comfort of the working staff. Communication systems for the prompt issuance of instructions and information, and pneumatic tube systems to expedite the transmission of bills of lading and waybills are other common features of the modern l.c.l. station.

Many existing freighthouses, outmoded by the increased volume of business being handled today, cannot be expanded because of crowded conditions caused by the intensive industrial development that has taken place around them. Moreover, in a great many instances these older facilities do not lend themselves to the efficient use of mechanized equipment or in other respects they have been outmoded by advances in design and layout. Recognizing this widespread condition, a committee of the Association of American Railroad Superintendents reported in 1948 that, when the physical characteristics of such a facility are obsolete, "no amount of pressure should influence the prudent officer to recommend completely mechanizing its operations. Instead, the probable savings through the use of a *new facility designed* for mechanized freight handling should be investigated."

That several railroad managements have reached the same conclusion is attested by the construction in recent years of many new freighthouses. Examples of these are the new facility of the Atchison, Topeka & Santa Fe at Los Angeles, Cal., the \$1,500,000 freight terminal of the Texas & Pacific at Dallas, Tex., the freighthouse and transfer that the Union Pacific built adjacent to its new classification yard at North Platte, Neb., and the new or modernized facilities provided at a number of points on the Northern Pacific. Out-

standing among the current projects is the large new freight station that the Missouri Pacific is building at St. Louis, Mo., to replace the existing Poplar Street and Gratiot Street stations.

One of the major considerations in all recently built freight stations is the provision of adequate driveways with sufficient width to permit maneuvering highway trucks and tractor-trailer combinations when backing up to the platforms, while still allowing space for the passage of other vehicles. This consideration has been an important factor in the abandonment of some downtown freighthouses and the construction of new stations in less congested locations. In still other instances railroads have found themselves faced with situations in which downtown freight stations are far removed from main yards, necessarily located at outlying points, and this consideration is prompting the construction of freight stations more conveniently located with respect to the yards.

Room to Expand

Another advantage in building a new facility on the outskirts of a city is that provisions can be made for its expansion, permitting consideration to be given to its possible ultimate size. The ability to expand is an important design feature and is so regarded by both the Freight Station Section of the Association of American Railroads and the American Railway Engineering Association. In addition to making provision for future expansion the latter association also points out that "tailboard frontage, floor area, width of house, bridges and roadways, and the capacity of the elevators, should be so correlated that no one factor will limit the capacity of the house."

Making the entire freighthouse facility as fire-resistant as possible is now a predominant design practice. Such construction commonly includes brick or reinforced concrete walls, reinforced concrete floors, metal window frames and sash, metal skylights glazed with corrugated wire glass, fire walls with metal doors at strategic points, and tar-and-gravel roofs. Platforms are being constructed of concrete on a tamped earth

fill and, when covered, have roofs of metal or asbestos-cement sheeting, or metal-bound gypsum plank, supported on steel framing and columns.

As an additional safeguard, fire-fighting apparatus, usually combining both fire hose and chemical extinguishers, is provided. There is some difference of opinion as to the most desirable location for the hydrants of fire-hose lines. The freight agents generally prefer to have the hydrants under the platforms and accessible through convenient trap doors, thus affording less interference with the handling of freight, whereas building engineers prefer that the valve stems extend above floor level.

Freighthouse Requisites

When considering the requisites of a freight station it may be of interest to note what some freight agents consider to be the essential functional requirements. A report made several years ago by a special committee of the Freight Agents' Association of Chicago stated in part that a modern freight station should be a one-level facility built to accommodate the handling of outbound, inbound and transfer freight under one roof supported 30 ft. above track level by columns located between tracks, but not on trucking platforms, and provided with sufficient skylights to avoid using artificial lighting during the day. Roof ventilation, it said, should be sufficient to permit ready escape of fumes or gases from tractors, and air conditioning should be provided for employees during winter and summer. A schematic plan of a freight station incorporating the recommendations of this special committee accompanies this article.

While there appears to be a wide disparity of thought as to the proper width of platforms, it may be due

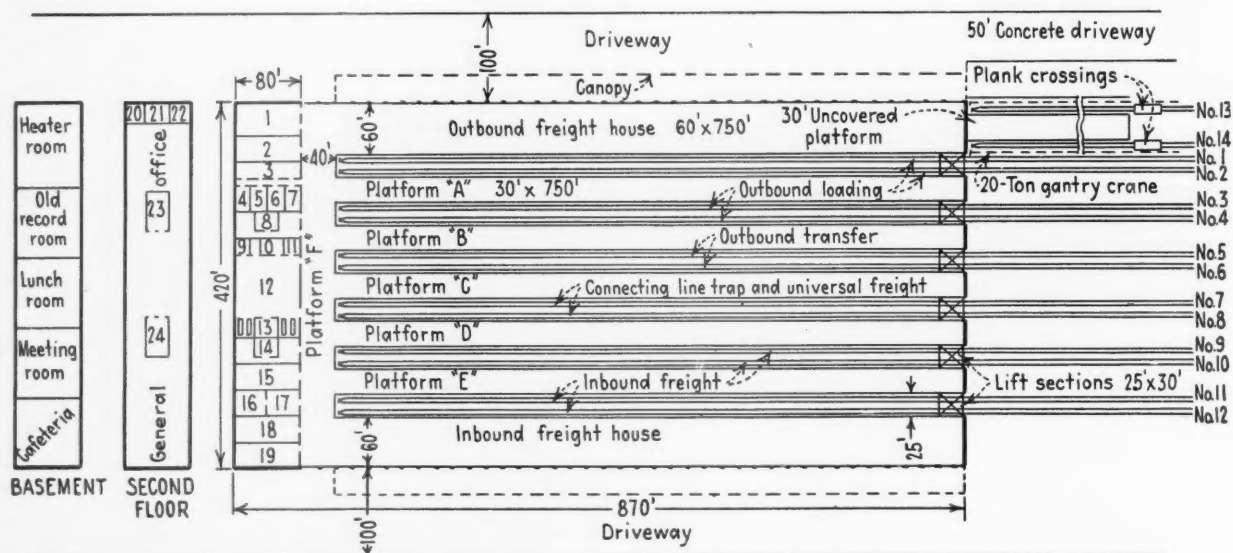
in part at least to the varying amounts of space allotted to new facilities. Where mechanical equipment is used platform widths are necessarily wider than if hand trucks only are employed. Freight agents prefer platforms of ample width to allow sufficient room for setting out bulky shipments and for the temporary storage of merchandise. On the other hand, the faster handling of freight by mechanical means has brought about a net reduction in the need for storage space.

For the track sides of platforms a height of 3 ft. 7 in. above top of rail is satisfactory in most instances. The height of the tailboard sides of the platforms is generally established after a study has been made of the highway equipment which will use the new facility, and usually ranges between 3 ft. to 4 ft. As a means of reconciling platforms with trucks of varying tailboard heights hydraulic dock loading platforms and loading dock ramps have come into the picture.

Island Platforms

Where island platforms are not provided in track layouts serving freighthouses, the cars on the several tracks must be spotted carefully by the switch crews to place the car doors in line so that men and vehicles can move conveniently between them over trucking boards. Today, the general trend is toward the use of one or more island platforms built between the inbound and outbound freighthouses, thereby not only reducing switching costs but also providing more of the house tracks with flanking platforms.

At freight stations with stub-track layouts the usual practice is to have a covered transverse platform at least 24 ft. wide, constructed along the track ends for connecting the inbound and outbound platforms, as well as all island platforms between them. In addition,

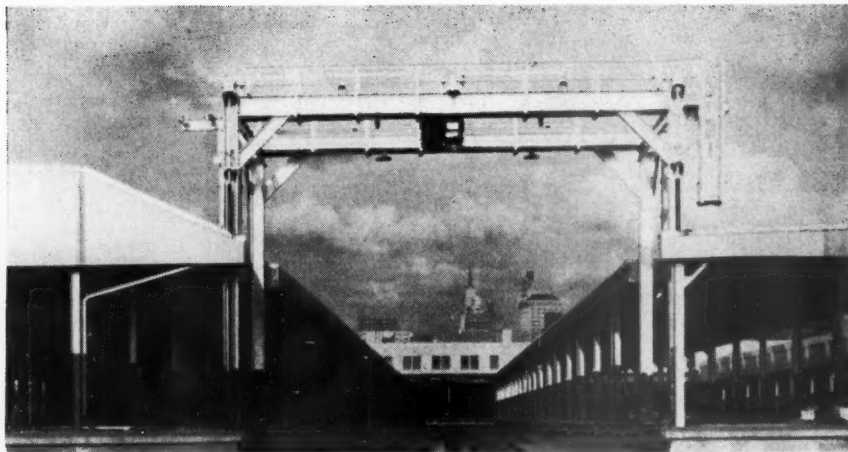


Plan of a freight station as recommended by the Freight Agents' Association of Chicago for the handling of I.C.I. freight. The various facilities, as indicated by number on the plan, are:

(1) Condensation cooler and heater room; (2) tractor garage, repair shop and air compressor; (3) stationery; (4) weighing bureau inspector; (5) freight station inspector; (6) car department foreman; (7) special agent; (8) freight handler's locker and wash room; (9) conference room; (10) general foreman; (11) clerk; (12) desks and files for general foreman's staff; (13) locker and wash room for

foreman's staff; (14) women's locker and wash room; (15) storage room for tools, blocking, saws, refrigerator boxes, car heaters, Explosive Bureau material, etc.; (16) cooperage material; (17) cooper's shop; (18) room for over, astray and valuable freight; (19) cashier's office; (20) conference room; (21) freight agent; (22) chief clerk; (23) women's room; and (24) men's room

Lift bridges connecting the outer ends of the platforms enhance the operating efficiency of a freighthouse by minimizing congestion and speeding the flow of traffic



The overhead chain tow system has recently made its debut in three freight stations, including the Galewood freighthouse of the Chicago, Milwaukee, St. Paul & Pacific at Chicago



an increasingly common practice is to install movable crossover bridges between the outer ends of the platforms to facilitate trucking operations. At through-track layouts, movable crossover bridges may be used in lieu of the transverse platform. An important consideration in providing transverse platforms and crossover bridges is the desire to secure the advantage of having all traffic moving in one direction.

Mechanized Equipment

The need for providing for the efficient use of the variety of mechanized equipment that is now being used in freight stations is an important factor in the design of new facilities. This equipment includes platform tractors and trailers, lifting-platform trucks, and fork-lift trucks. The use of mechanical equipment is a factor in determining the width of platforms, the design of the floor construction and the wearing surface, the roof framing, and column locations. Generally, facilities are provided at platform level for the storage and maintenance of such equipment.

Overhead rolling doors, either of wood or steel construction and either manually or motor operated, are the rule for use on both the tailboard and track sides of freighthouses. Also, a more liberal use of platform

scales is being made to expedite freight weighing. One railroad operating its own delivery and intercity trucks has provided a garage, grease pit and filling station adjacent to a new freight terminal.

Almost a necessary adjunct to the modern freighthouse is a pneumatic tube system for the efficient transmission of bills of lading and waybills between the offices and platforms. Another important element in the efficient functioning of the modern freight station is an intercommunication system linking the key personnel, with an adequate number of talk-back speakers placed at strategic locations.

This discussion would not be complete without reference to the latest development in freighthouse mechanization — the overhead chain tow system for handling platform trucks. Already at least three existing l.c.l. freighthouses have been equipped with such systems, namely, on the Southern Pacific at Houston, Tex., the Boston & Maine at Gardner, Mass., and the Chicago, Milwaukee, St. Paul & Pacific at Chicago.* Still others are now being planned. Doubtless the use of such systems in new freighthouses will necessitate further changes in design beyond those already discussed.

* A full description of this installation will appear in the next Freight Traffic Issue of *RAILWAY AGE*—the issue of June 17.



While the electric fanfold billing machine (above) is not yet as widely used as its possible savings indicate it ought to be, a number of roads have found it infinitely superior to its manual counterpart. Microfilming (below) still has its adherents and the use of the microfilming units is growing, for filming transfer waybills



NEW DEVELOPMENTS FROM HIGH COST OF

Paperwork at the railroads' freight stations costs a lot of money. The objective of stations department supervisors and freight agents always has been to reduce the amount of paperwork and to reduce the number of man-hours required to do the necessary accounting, billing, etc. Progress in this direction so far has perhaps seemed slow, but such devices as the electric fanfold billing machine now show promise of facilitating substantial reductions in the cost of paperwork, and within the near future, too.

One really expensive function performed in station service today is the rating of shipments. For the past several years, at the annual meeting of the Freight Station Section of the Association of American Railroads, agents have appealed for relief from the high cost of billing and rating. They have asked for simplicity in the tariffs and the classification. In 1948, one of the agents' groups asked that the simplified Railway Express system of rating be considered for application to railroad work. In 1949, at least one agent came to the meeting armed with figures to support his plea for simplification. The gist of his statement was that the efficiency of the average rate clerk at his station had declined by more than 50 per cent since 1939, while at the same time the pay of employees of this class had increased substantially. (Rate clerks' production at his station declined in the 10 years from 800 bills per day to 350. Industrial traffic officers report similar experiences, and at least one stated recently that his rate clerks are now only about 50-60 per cent as efficient as in 1939.)

The Railway Express rating system is a simple one, based on a classification that provides for only three classes of freight. (Approximately 85 per cent of all R.E.A. traffic moves under these class rates, with the other 15 per cent moving on exceptions, or commodity rates. With railroad traffic their relative importance is almost exactly the opposite.) Also, there are only about 600 items in the express classification. (There are not the many subdivisions which show up in the Official Classification.) Express rates are based on a single scale, regardless of territory. While the tendency in rail tariffs and classification has been toward complexity, exactly the opposite has been true of Railway Express tariffs. One of the purposes behind this wimming against the tide by R.E.A. has been to cut the expense of paperwork. Today, a Railway Express platform man, who must also weigh articles, give out information, help move freight, and issue receipts on collect shipments, can still rate and bill almost as many shipments as can his railroad counterpart, who does rating only.

While railroad agents are striving for increased

PROMISE RELIEF STATION PAPERWORK

efficiency and "streamlining" in their rating and billing operations, there is of course little prospect that railroad tariffs and classifications will approach Railway Express simplicity within the foreseeable future. The value of the exception rating in holding certain classes of traffic to the rails cannot be overlooked. (See *Railway Age*, May 20, 1950, page 165.) Statements in recent Interstate Commerce Commission reports throw emphasis on that agency's concern about competitive conditions in transportation as they affect both carriers and their customers. This can easily mean more rather than fewer exceptions for the future. While the projected uniform class rates and classification may help the rating situation somewhat, the future is not bright for the agent who is looking for relief from complexity.

Promise of Future Economy

In station accounting work there are several developments, however, which promise economy for the future. One of these, brought up last year at the Freight Station Section meeting, was described in *Railway Age* of September 17, 1949, i.e. the use of tabulating equipment to handle station accounting work. This system, developed by the Pennsylvania, relieves the individual agent of much of his bookkeeping and puts it into a consolidated office, where machines take over and perform the work much faster than he could do it. The consolidated agency not only does the local agent's billing but also establishes his amount chargeable, leaving him only the cash for which to account. This manner of performing station accounting has proved feasible in heavily industrialized territory, but there is still a question in the minds of some railroad men as to whether it will work equally well on roads which are strung out over wide areas while stations and passenger trains are few and far between.

One road other than the Pennsylvania has been experimenting with a new method of handling a part of its station accounting work. Under this system cash reporting alone is handled by tabulating equipment. The agent merely takes a punch card for each transaction and marks it in the proper columns. After the bills for the day's business have been marked up on cards, the agent runs up the total on an adding machine tape. This figure is then inserted on a transmittal slip which is forwarded to the accounting department along with the cards. In a central office the cards are run through a mark-sensing reproducer which punches into the cards the information marked on them. (This can be done much faster than a key punch operator can do the same work from bill abstracts.) Thus the accounting department is able to balance the agent's cash and chargeable much more speedily than heretofore.

At present, with this system still in the experimental stage, there is some question as to how much it will help the agent, but if it economizes the overall accounting operation, the railroad is saving money, which, after all, is the main objective.

Since the inception of the consolidated billing bureau, and now the accounting bureaus as well, it seems that station accounting work may be further simplified in the not too far distant future. Office machine manufacturers suggest that a card can be cut at the same time the waybill is prepared, with the card showing all the data necessary for the auditor of revenues to prorate revenues, as well as making the records needed for the traffic department. If this procedure is adopted, the problem of settlements will be simplified. The billing road rather than the destination carrier could prorate the revenues, whether the shipment is prepaid or collect. This would save a not inconsiderable amount of time and money for the accounting department, though individual agencies would not necessarily profit by the changes. Aside from this application, these and other technical developments may mean substantial savings in stations department paperwork costs, especially in the agent's time. He may, then, spend more of his day in doing the things he can do to increase the railroad's business.

More and more the electric typewriter is replacing the manual variety, with benefits to the users. Though the electric fanfold billing machine can increase production by as much as 40 per cent over the manual type, its application is not nearly as widespread as that fact would suggest, a reflection perhaps of the relatively large investment required for its general adoption.

Microfilming on the Increase

Railroad use of the microfilming machine and the black-and-white printer is on the increase. The Pennsylvania, for example, is making large use of the black-and-white printer in the preparation of freight bills. Although some economy is secured in this operation, the feeling prevails that its fullest possibilities will not be realized until some method is found of eliminating the intermediate photographic step. One way this can be accomplished, it has been pointed out, is to print shipping orders on a translucent paper.

The installation of additional microfilming equipment has not maintained the pace set a few years ago. The microfilming of waybills at transfers, instead of manual copying of data from them, is, however, a practice that is still growing. One railroad reports that this system not only has cut the cost of this work, but has enabled the road to give tracing information to its patrons and to claim agents much more speedily than ever before. In addition, check clerks' exceptions which might be overlooked in manual transcription are automatically recorded on this transfer record. This is especially important, since I.C.I. contributes such a large amount to the loss and damage account.

Progress in the field of paperwork simplification is less spectacular than in materials handling, but it is going on steadily. With the help of the methods and procedures departments now being established by many roads, the next few years may well see larger strides made by the stations departments in cutting the cost of doing their paperwork.



Constructed at a cost of \$600,000, the laboratory building is of functional design to harmonize with other structures at Technology Center

RAILROADS' CENTRAL RESEARCH LABORATORY FORMALLY DEDICATED

Ceremonies on May 26 marked by luncheon and short talks; many railroad executives hear Faricy and Johnson

While the latest streamline trains rolled on schedule past its huge plate glass windows at frequent intervals the new Central Railroad Research Laboratory* of the Association of American Railroads was formally opened in Chicago on May 26 before an audience of more than one hundred. Present were directors of the A.A.R. and general committee members of its Engineering, Mechanical, and Operation-Transportation divisions. Others in the audience included representatives of various railroad associations, members of the board of trustees of Illinois Institute of Technology and representatives of the faculty.

Following an informal luncheon in the new building's conference room, William T. Faricy, president of the A.A.R., called the group to order for the formal dedication. Seated in the yet-unequipped mechanical engineering laboratory, the group heard Mr. Faricy outline the program of continuous research which has underlain

the growth and development of America's railroad industry. "The net results," he said, "we see all around us, in a railroad plant and railroad methods which today are producing more service and better service than the pioneers could have dreamed of, and are doing it at costs which, in relation to wages and other prices, are far below anything they could have thought possible.

"Fundamental to such results," Mr. Faricy continued, "has been widespread and continuous research of many kinds and in many places . . . carried on by the railroads themselves, by the A.A.R. and its predecessor organizations, and by the manufacturers from whom the railroads buy materials, supplies and equipment. It has gone forward in university laboratories, in technological institutions, in industrial plants, and a vast amount of it has been done on the railroads themselves, where every development in devices or in methods must finally go for its ultimate testing in everyday railroad operation. There is no thought that there will be any lessening or slackening of such

*A complete description of the laboratory building and its administration appeared in *Railway Age* of March 11, page 48.



Above left—William T. Faricy, president of the Association of American Railroads, dedicated the laboratory "to the service of the railroads and the nation." Above center—Dr. Henry T. Heald, president of the Illinois Institute of Technology, emphasized the importance of the laboratory as illustrating "the mutual benefit inherent in industry-education cooperation." Above right—The importance of scientific investigation to progress in transportation was stressed by J. Monroe John-

son, chairman of the Interstate Commerce Commission. Below—Examining an exhibit in the container laboratory following the dedication ceremonies are (left to right) R. B. White, president, Baltimore & Ohio, P. J. Neff, chief executive officer, Missouri Pacific, and J. D. Farrington, president, Chicago, Rock Island & Pacific. Bottom—G. M. Magee, research engineer of the Engineering Division, A.A.R., at his desk in the Central laboratory

efforts which have meant, and will continue to mean, so much to the improvement of transportation in America.

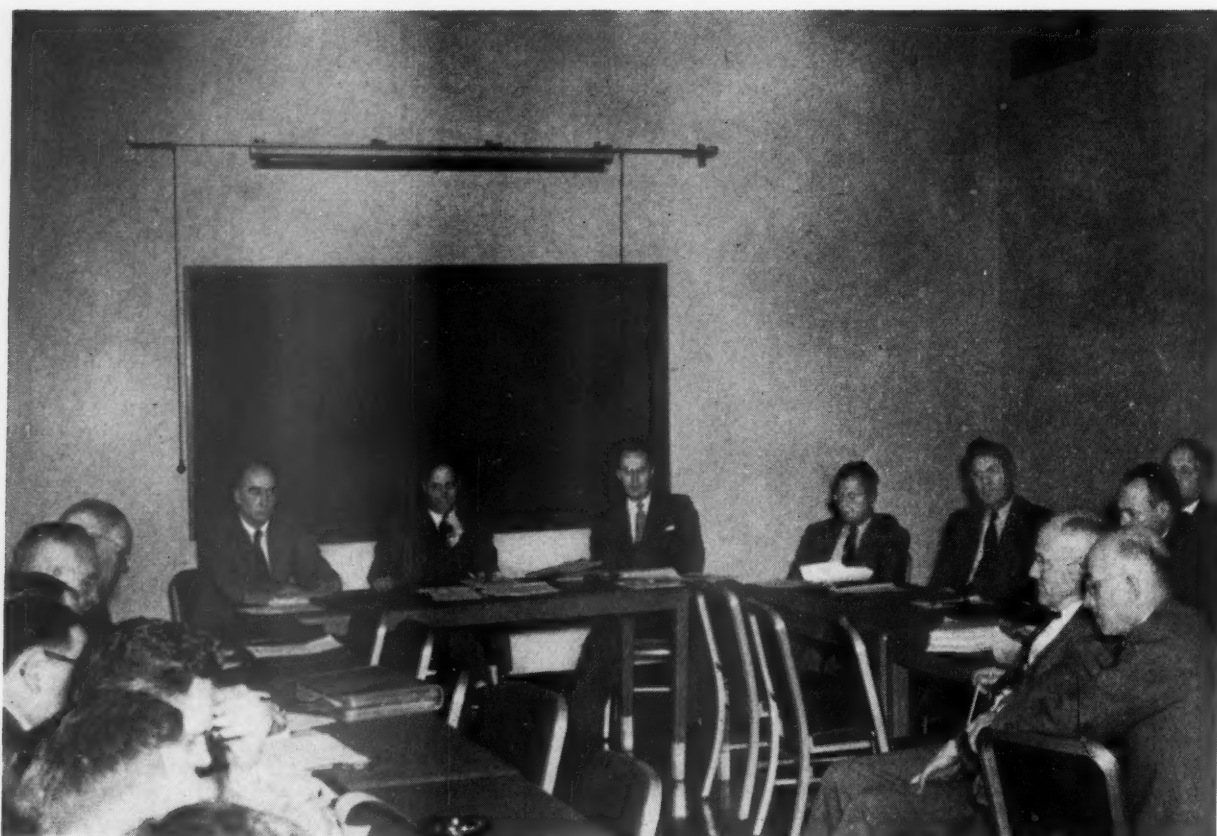
"What we are doing here today is to add something new to these efforts—a combination of laboratories with an administrative headquarters for the more effective initiation and direction of the far-flung activities of the railroads in engineering, mechanical and container research."

It was most appropriate, Mr. Faricy pointed out, that the nation's major railroad center—Chicago—should be the location of the nerve center of the industry's research effort, for Chicago, he said, is "the point of greatest accessibility to the largest number of men on the railroads whose advice, guidance and services will continue to be so important a part of the whole project."

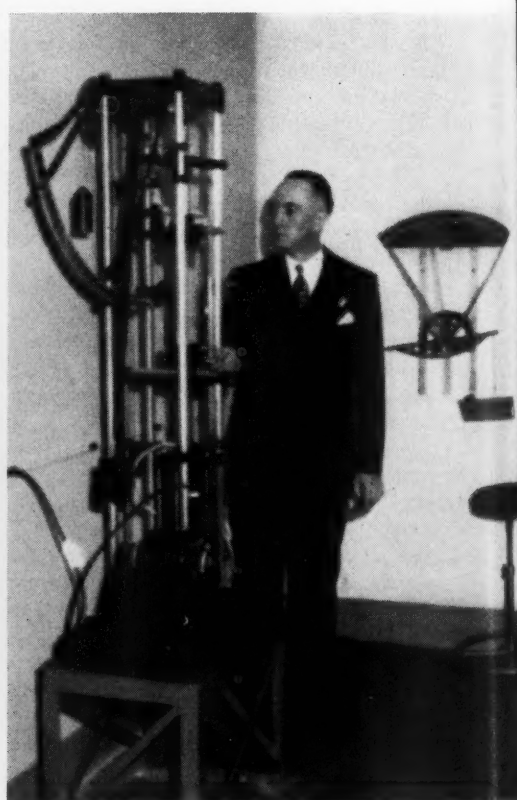
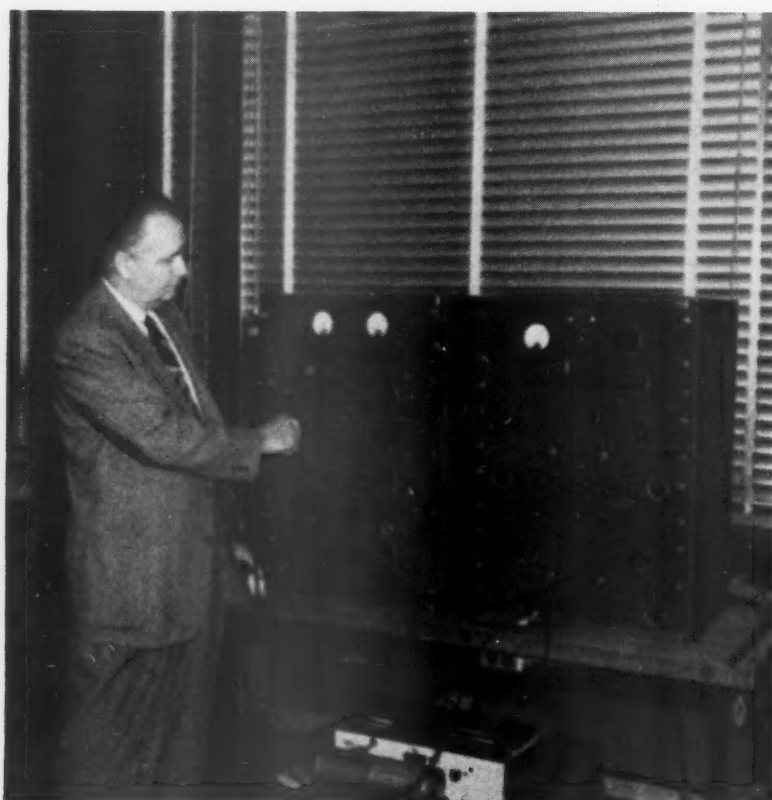
"The first step in every research project is a question, the last step in a successful research project is an answer—but the answer is not final until it has met the test of practical application. These first and last steps of a railroad research project are usually taken on the railroad itself. The intermediate steps—the process of finding the answers—may be progressed on a railroad, or through the work of an A.A.R. committee, or by a manufacturer, but a major part of such a quest is usually carried on in some technological or engineering institution. That's why, when we came to the location of this new nerve center of research, we not only put it in Chicago, but on the campus of the Illinois Institute of Technology."

In formally dedicating the new building, Mr. Faricy said, "It is with the greatest satisfaction that I now dedicate this new Central Railroad Research Laboratory





A conference room for committees and other groups is provided in the laboratory, and here it was used by the Committee on Rail of the American Railway Engineering Association



to the service of the railroads and the nation, and entrust its operation to the joint efforts of the industry and the Illinois Institute of Technology."

Following Mr. Faricy, the institute's president, Dr. Henry T. Heald, told the group that the construction of the new laboratory was "tangible evidence of the recognition of the important role scientific and engineering research plays in the progress of American industry. Here is further proof that the vital segment of American industry represented by the railroads is alive to the continued necessity of progress through research to provide a better service to the public. No two groups in the American political, social and economic system are more closely allied, or more dependent upon each other, than education and industry. From the institutions of higher education come the industrial leaders of tomorrow, and out of the laboratories come the discoveries which will enable industry to produce more and better goods and services for an increasingly higher standard of living.

"The alliance of the institute and the railroad industry in a joint effort to further the progress of one of the nation's great enterprises demonstrates the soundness of a closer association between industry and higher education."

Science and Transportation

Colonel J. Monroe Johnson, chairman of the Interstate Commerce Commission, calling the laboratory a "temple of science dedicated to railroad transport," touched on the relationship of science to transportation. Science, he said, is the process by which humanity discovered the laws of nature and not, as some would

think, a creative power of the human mind. Science created the art of transportation, yet science today depends greatly on transportation, as does our entire civilization. "Where would this institution, or the city of Chicago, or any American city be, without transportation? By comparison, cities of the ancients were mere villages wherein the livestock was gathered each night, and adjacent to which were the fields which furnished them with their food. Where lie our fields of grain? Where do our livestock graze? Science, coupled with transportation, has built an empire in America and the existence of this empire is dependent on the railroads. Humanity has made its greatest strides within the last one hundred years—the era of railroad transportation.

Mies Van der Rohe, designer of the building and head of the institute's Department of Architecture, told the group of his association with Research Engineer G. M. Magee, who supervised the laboratory's construction for the A.A.R. Stating that Mr. Magee's guidance was ever-present, but never felt except when needed, Mr. Van der Rohe said, "You Americans may not realize it, but that is the very best kind of government."

An "open house" inspection of the building was conducted by members of the research staff following the ceremony. The inspection permitted those present to see some of the equipment which already has been installed and to watch informal demonstrations of some of the more spectacular devices, particularly in the electrical laboratory. Among the construction projects yet to be completed is an inclined test track which will be located immediately west of the building adjacent to the New York Central-Rock Island main

Far left—R. Ferguson, electrical engineer of the Engineering Division, A.A.R., adjusts a unit of equipment in the electrical laboratory. The device is an amplifier for use with strain-gage and accelerometer equipment

Left—H. R. Flynn, chief of the container laboratory, demonstrating the operation of an electro-hydraulic paper and paper products tester in a room where temperature and humidity can be maintained at constant levels

Right—Thermocouple for field-test work on refrigerator cars is calibrated by A. O. Radke, test engineer of refrigerator-car research





The laboratory staff, with only a few members missing, was assembled for this picture on the front steps of the laboratory shortly after the dedication ceremony

line. This project involves the recently granted permission of the city of Chicago to block off a street currently bisecting the technology center's campus, the closing of which will permit construction of trackage to the laboratory's two loading docks as well as the installation of the 600-ft. impact testing track.

Individual research projects which are administered by the laboratory's staff are divided among the Engineering, Mechanical, Refrigerator Car, Container and Sanitary divisions of its personnel. In addition to functioning as a research facility, the container testing laboratory, located on the first floor, will be utilized as a training ground for necessary railroad and Railway Express Agency personnel. Those qualified may avail themselves of frequent instruction classes to study the performance of various types of shipping containers and methods of packing and will thus be in a position to provide railroad shippers with constructive assistance toward the reduction of damage in transit. Later this summer, the staff of a sanitation research engineer will be moved to quarters in the new building, and this group will undertake studies of both manufacturing facilities and equipment in the development of approved standards in sanitation.

Many of the projects currently being undertaken by the Engineering division of the laboratory are primarily for the A.A.R.'s Construction & Maintenance section (American Railway Engineering Association). Continued research in rail detector car improvements, rail design studies, development of a brine corrosion inhibitor, tests of rail anchorage, a study of impacts and bridge stresses and many other similar projects are under way.

The Mechanical division is currently studying alloy-steel axles, roller-bearing lubricants, truck side-frames and bolsters, freight trucks and snubbers, metal running boards and a number of other appliances, some of which are aimed at a revision of current A.A.R. specifications.

One of the most important projects now being undertaken by the Refrigerator Car division is a detailed study of the possible application of pallets and power lift trucks to refrigerator car loading. This project involves consideration of car door changes, to permit entry of power trucks, and a change in flooring specifications to accommodate the additional weight. Studies will also be undertaken on refrigerator car clearances, and elevations, loading ramps and methods of fastening commodities within the cars. Work is being continued on the discovery and application of better insulation materials as well as on the most economical application of new refrigeration systems.

A considerable amount of the research work carried on by the divisions of the A.A.R. is, of course, done in established educational institutions such as Purdue and Northwestern universities, the Battelle Memorial Institute at Columbus, Ohio, and the University of Illinois. The Central Research Laboratory will serve as an administrative "nerve center" for all work undertaken for the A.A.R. at the universities and at the laboratories of railroad suppliers and the carriers themselves. At the same time, the laboratory itself will be the scene of many important studies and experiments. It will further function as a center of maintenance and design for the testing of equipment used in research at all points.

O.R.C. Mourns Fraser; Elects Hughes as New President

Roy O. Hughes, of Milwaukee, Wis., is the new president of the Order of Railway Conductors, succeeding Harry W. Fraser, whose death, on May 13, was reported in *Railway Age* of May 20, page 212. It was at the order's quadrennial convention in Chicago in May of this year, that Mr. Fraser—who had just completed two successive terms as president—announced his intention of retirement from the active affairs of the O.R.C. The election of his successor, Mr. Hughes, took place on May 11, just two days before Mr. Fraser's death at the Illinois Central hospital in Chicago.

Mr. Fraser was born in Topeka, Kan., on June 7, 1884. After spending much of his childhood in that city, he entered the service of Atchison, Topeka & Santa Fe at the age of 15 as clerk in the offices at Topeka. He remained with the Santa Fe, serving in various clerical capacities, until July, 1906, at which time he transferred to the Denver & Rio Grande Western, where he engaged in similar work. Returning to the Santa Fe in August, 1907, he entered road service as a brakeman at La Junta, Colo., and was promoted to conductor in 1909.

He became a member of the O.R.C. at La Junta in 1911, advancing through the ranks in responsibility until 1929 at which time he became secretary to the president at the international offices at Cedar Rapids, Iowa. He served as chief clerk and deputy president of the order and was named a vice-president on February 1, 1938. On April 1, 1940, he was appointed senior vice-president, and on August 1 of the next year he was elected to the office of president of the O.R.C., the first of his two successive terms. At the time of his death, Harry Fraser was also serving as chairman of the Railway Labor Executives Association in Washington D. C., a position to which he was first named in November, 1947. He had also served as a member of the National Council of Boy Scouts of America.

Three times during the past decade Mr. Fraser by



Roy O. Hughes



Harry W. Fraser

presidential appointment represented the United States at the International Labor Organization sessions. As a labor delegate-advisor, he took part in the sessions at Philadelphia, Pa., in 1944, Geneva, Switzerland, in 1947 and San Francisco, Cal., in 1948. He was a member of a special mission to Germany in 1947, conferring with German labor unions on questions of reconstruction and studying the problems of German transport workers. Some of this work was carried out at the request of the U. S. administrator for the Allied Military Government, General Lucius D. Clay.

Mr. Hughes has been a vice-president of the O.R.C. since 1940, and previously had served as an international trustee. A native of Trail county, North Dakota, he was born on September 24, 1887, and entered railroad service as a machinist's helper on the Great Northern at the age of 18. Three years later he entered road service as a brakeman and at the age of 26 he was promoted to conductor. In 1912 he joined the Northern Pacific at Duluth, Minn., where he remained until 1925. During that time he became active in the O.R.C., and shortly after he transferred to the Chicago, Milwaukee, St. Paul & Pacific in 1925, he became secretary to the order's general chairman on the Milwaukee. He served in this capacity until 1932 when he succeeded to the position of general chairman, which he held at the time he was made an international trustee, in 1940.

HOW TRUCKS FARE AFTER RAILROADS ARE SOCIALIZED

In the new budget for Great Britain proposed by the Chancellor of the Exchequer, Sir Stafford Cripps, a "purchase tax" on commercial motor vehicles is set at 33 1/3 per cent of value. Moreover, the tax on automotive fuel, whether it is gasoline or oil, is to be raised from 9d. per imperial gallon to 1s. 6d.—an increase of 100 per cent. This tax figures out to the equivalent of about 10 cents per U. S. gallon at the present rate of exchange; and these taxes are all in addition to substantial fees, far higher than the U. S. average, for license plates.

Santa Fe Tests Show Causes Of Waste Grabs and Hot Boxes

Packing retainers help prevent waste grabs that would normally occur from either switching or road impacts

Tests were recently conducted by the Atchison, Topeka & Santa Fe to determine the value of packing retainers in preventing hot boxes by eliminating waste grabs. High-speed motion pictures were taken of journal boxes, both with and without packing retainers, at the instant of impact during switching operations, and still pictures were taken of boxes after a road movement that involved no switching.

The motion pictures showed the extent of the movement and dislocation of the journal and bearing with respect to the journal box. This dislocation increased substantially the tendency for the waste to rise on the journal and to wedge between the journal and the bearing, thus constituting a waste grab. Where the boxes were equipped with waste retainers, this tendency was greatly reduced in both road and switching service.

Two different makes of packing retainers were tested for ability to hold the waste in place during switching

impacts. The results with boxes so equipped were compared with those obtained from other journal boxes on the same side of the truck but which had no waste retainer. Photographs of journal boxes on cars in regular revenue freight service showed that the impacts incurred during normal road movement were comparable in severity to switching impacts.

Figs. 1-4 show the effects of switching impacts on journal packing with and without retainers, which tests were made at speeds in excess of regular switching speeds to bring out the full effects of impacts. Figs. 5-9 illustrate the extent to which the packing climbs on the rising side of the journal during road freight movements. For these five illustrations the train had been completely serviced either 215 miles or 450 miles before the picture was taken and had not been switched from the time of servicing at the beginning of the trip to the time the picture was taken at the destination.

Fig. 1—High-speed motion picture of a journal box equipped with packing retainer taken at the instant of a switching impact at 10.7 m.p.h. The axle and bearing are seen to be displaced, and the waste has risen slightly but not sufficiently to approach the journal bearing

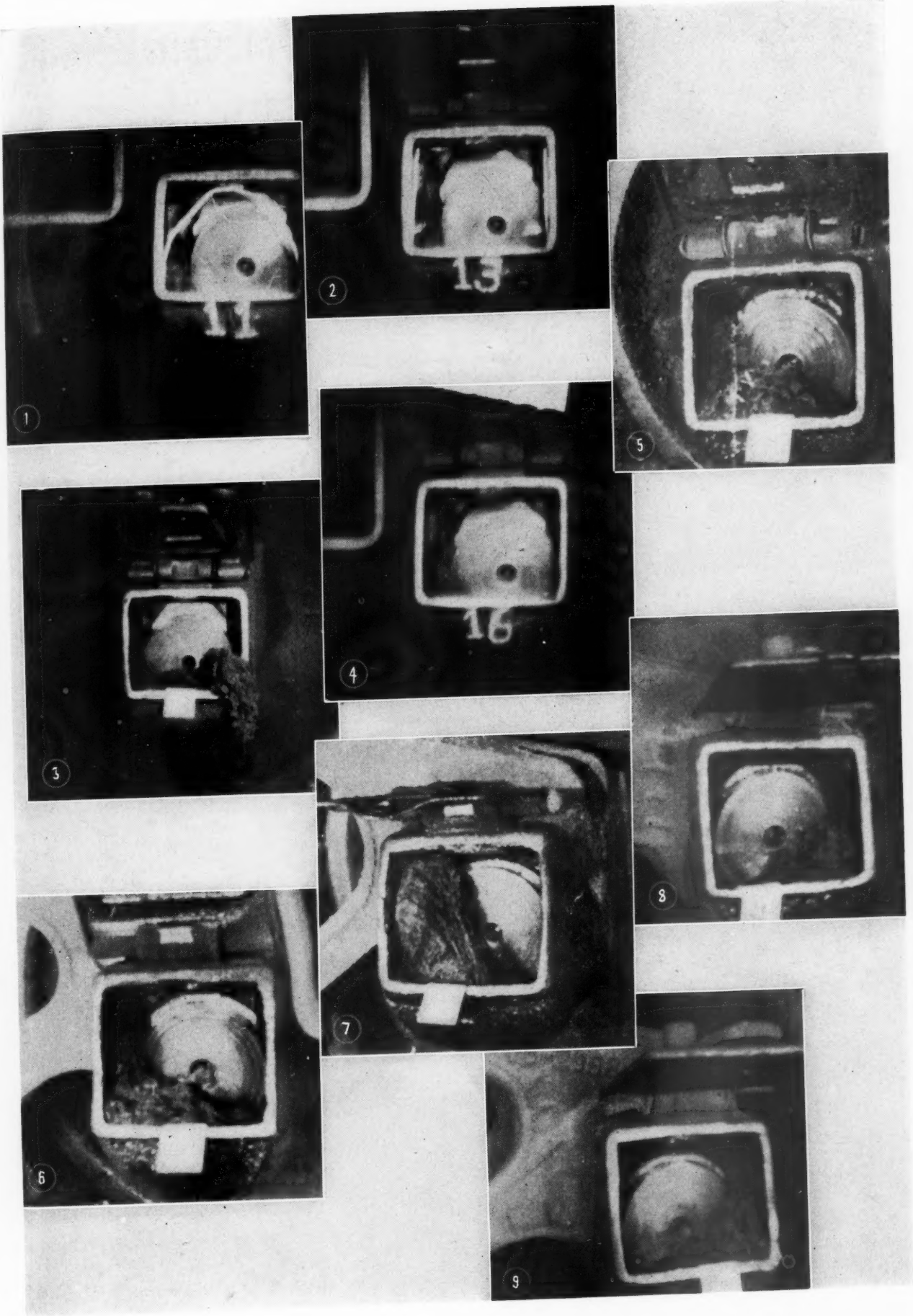
Fig. 2—Photo of a journal box equipped with packing retainer taken at the instant of a switching impact at 11.5 m.p.h. Again the journal and bearing are displaced, and the waste has risen, but not enough to cause a waste grab

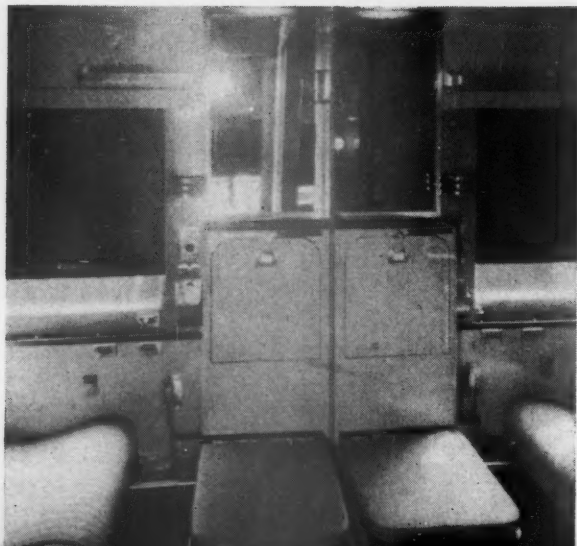
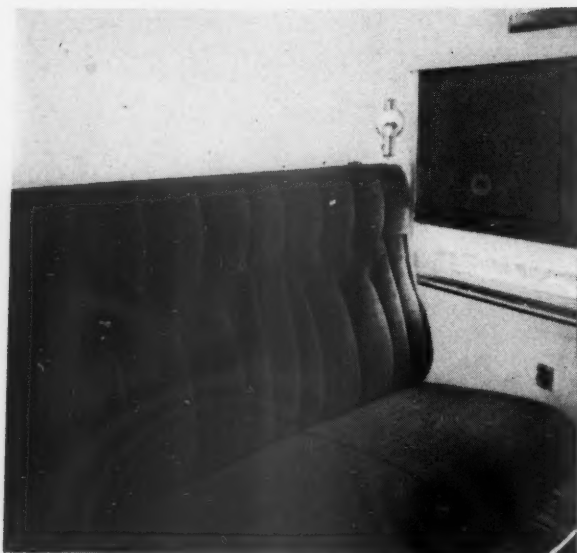
Fig. 3—A still photo of the other box on the same side of the truck as the box in Fig. 2. This was taken after several impacts varying from 7 to 11.5 m.p.h. and shows how the packing is disarranged without a retainer

Fig. 4—Picture at the instant of impact at 7.7 m.p.h. of a non-retainer-equipped journal box. This was the third impact since packing (first two were 8.7 and 10.7 m.p.h.) and shows the waste touching the journal bearing

Figs. 5, 6 and 7 are of different cars in a westbound train going west over the hump at Argentine, Kan. These illustrate the condition of the packing as received after a 450-mile run in regular freight service with no switching involved since packing. The waste in each case has climbed on the rising side of the journal

Figs. 8 and 9 illustrate typical boxes in an eastbound freight going west over the hump. These boxes were serviced 215 miles away and had undergone no switching. The waste is under the brass in both cases, indicating that road impacts are as severe as switching impacts





Pullman Remodels

By **M. B. OSBURN**
Vice-President,
Pullman Company, Chicago

Operating company made major improvements in 48 heavyweight sleepers in 1947, 1948 and 1949 and present plans call for completing 20 more in 1950 at a cost of \$55,000 each

The railroads in general now own sleeping cars in sufficient numbers to meet satisfactorily existing requirements of travel in their respective year-round local sleeping car lines, as well as their pro rata requirements for travel in joint sleeping car lines, and these cars are operated by the Pullman Company under lease. The railroads, however, look to Pullman to provide from its pool suitable cars to meet their requirements for seasonal, extra, special and emergency services. These latter requirements were given careful consideration in our estimation of the number and types of cars to be added to the Pullman pool from time to time under a systematic program of remodeling Pullman-owned cars of present-type heavyweight construction at a capital expenditure far lower than the current purchase price of new lightweight sleeping cars. Until the inception of the remodeling program none of the heavyweight sleeping cars contained roomettes, a type of room accommodation which has proved highly popular with the traveling public.

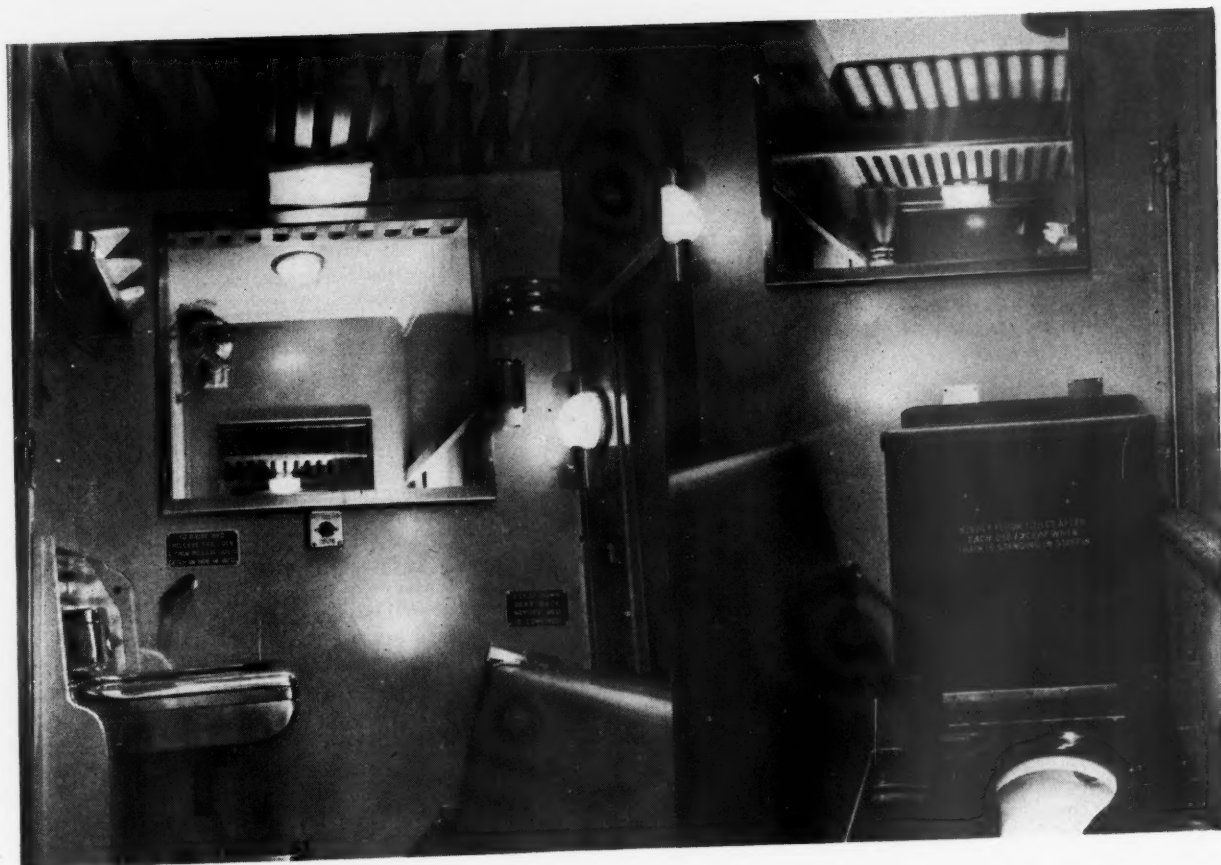
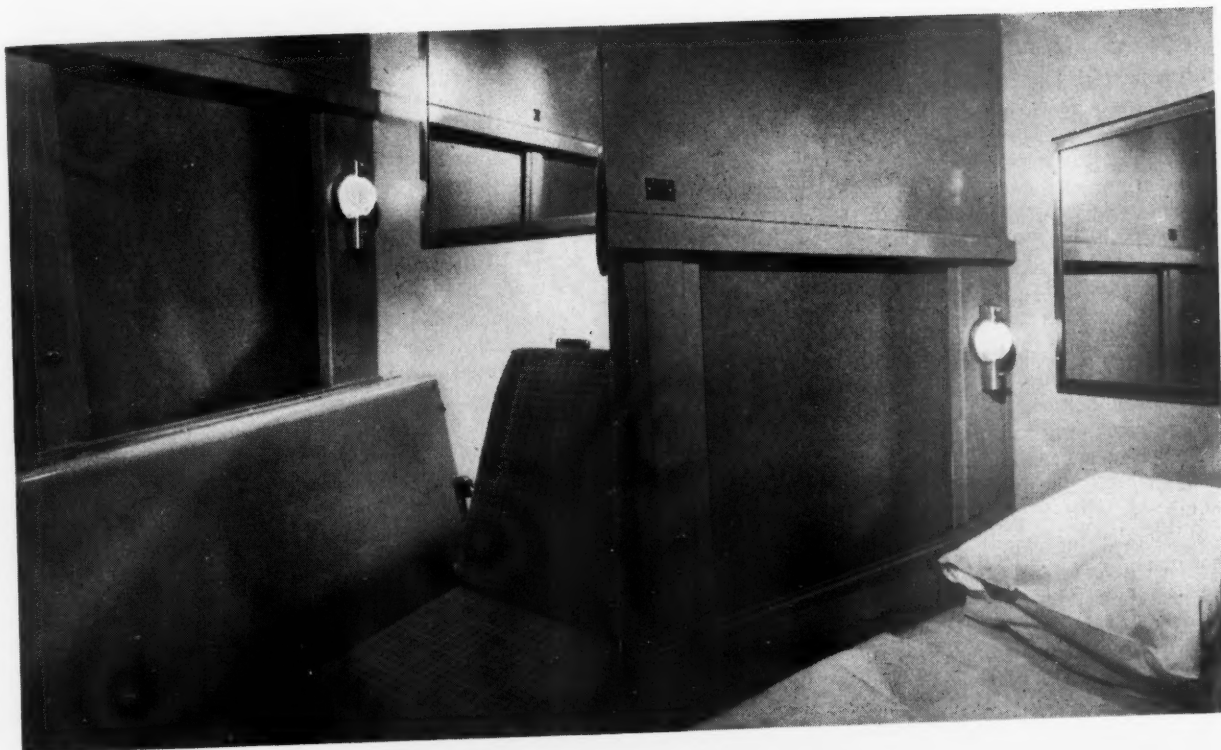
During 1947 four 12-section, 1-drawing room cars were remodeled to incorporate 12-roomettes, 1-drawing room, 2-single and 1-double bedrooms. From the standpoint of appearance and convenience, the appointments

Typical accommodations in remodeled Pullman sleepers—(top) roomette, (center) single bedroom, (bottom) double bedroom

Facing page, top—New type of roomette bed which turns over under the window of experimental Pullman car "Locust Woods"

Facing page, bottom—Other features and special equipment in the roomettes of the "Locust Woods"

Heavyweight Sleeping Cars



of the roomettes and bedrooms of these four remodeled heavyweight sleeping cars were on full parity with similar facilities provided in lightweight sleeping cars constructed prior to and after the war period. The cars, when remodeled, were made suitable for operation in high speed trains by the application of roller bearings and tightlock couplers.

During the latter part of 1948, Pullman remodeled 20 of its heavyweight sleeping cars to a capacity of 12-roomettes and 2-single and 3-double bedrooms; these were designated as the "Elm" series and given names such as "Elm Grove," "Elm Park," etc. The company rebuilt and modernized 24 additional heavyweight open-section sleeping cars during 1949. Twenty cars are of the "Oak" series and contain 12 roomettes, 1-single and 4-double bedrooms; two experimental cars are of the "Ash" series and each has eight sections, six conventional-type roomettes, 1-single and 1-double bedroom, which have proved to be quite satisfactory for service calling for several types of accommodations in a single car. Forty-two of these cars are equipped with high-speed betterments for service on fast trains.

The remaining two experimental cars, known as the "Locust" series, also are of the 8-section, 6-roomette, 1-single and 1-double bedroom type, but are not equipped with high speed betterments because they are intended for strictly overnight service where modern accommodations are called for at the lowest possible cost. A new type of roomette bed has been developed

for these overnight test cars which turns over under the window and is so balanced that it is more easily operated than the standard roomette bed arrangement. The lengthwise hinged arrangement of the bed reduces to some extent the free floor space in the roomette but this is not serious in cars used strictly for overnight service.

Program for 1950

Based on the experience acquired in the operation of these remodeled cars and the fact that it has been clearly demonstrated during the postwar period that the demand for open-section space continues in certain types of service, Pullman's present program is to remodel 20 additional Pullman-owned heavyweight sleeping cars from capacity of 10-sections and 2-drawing rooms to a plan calling for 6 sections, 4 double bedrooms and 4 roomettes, with high-speed betterments, at an estimated cost of \$55,000 each. Work on these cars, which are designated the "Fir" series, is now under way and it is expected that the job will be completed this year.

Illustrations of the several different types of accommodations in cars remodeled during 1949 are typical of similar accommodations installed in all of the cars embraced in the entire program. Views of the roomette bed arrangement installed in the two cars for overnight service are also included.

"It is almost incomprehensible why leaders of a long-established union will order a strike of this kind when the nation agrees, in advance, that they are entirely wrong. This was not a strike concerning wages, or working conditions, but was a strike to increase the numerical membership of the firemen's union through doubling the number of firemen in the cab of road Diesels—where they have no fires to tend, and where their duties scarcely can be described as onerous. Even as matters now stand, the railroads must pay road engineers and firemen a basic day's pay for every 100 miles they run.

"Every strike is tragic, but it is a particularly tragic circumstance when the leaders of a union insist upon a make-work strike. It is tragic for their own idle members; tragic for the many thousands of other railroad employees thrown into unemployment; tragic for the many thousands who are made jobless in industries dependent on railroad transportation; and tragic for our customers, the traveling and shipping public.

"But when union leaders, with no practical checks upon their power to create needless suffering, insist upon such mad folly, then the great cost of standing up to such a strike must in the end be far less than the price of compromise on such a fundamental issue.

"The firemen's strike was the latest of a long chain of examples adding up to the unmistakable conclusion that the Railway Labor Act, once considered a model law for settlement of disputes, has been rendered impotent. The original theory was that the great force of public opinion would make binding the recommendations of a Presidential emergency board. Although disagreeing with the findings in many cases, railroad managements have felt obliged to accept them. On the other hand, since 1941 the unions have rejected the findings of seven boards in whole, and

of one in part, despite the fact that all of these boards were appointed by Presidents known for their sympathy for labor.

"The unions time and time again have followed a strategy of seeing what they could 'get' from a Presidential emergency board. The union leaders know that as a practical matter, the railroad managements have been committed in advance to acceptance, because these managements feel that they must respect the force of public opinion and the spirit of our national legislation, whereas the union chieftains themselves apparently feel no such responsibility. If a recommendation gives them more than they expect, they take it.

"If they receive less than they want or expect, they reject the finding. Thus the Railway Labor Act has become a one-way street where the union leaders have everything to gain and nothing to lose as long as they can flout public opinion, which they have been doing.

"The railroad managements naturally have reservations about the desirability of compulsory arbitration, but the present situation has become so one-sided that it has virtually forced us to favor legislation calling for the findings of such boards to be made binding by law. . . .

"These strike troubles have a particularly adverse effect upon the railroads because the unfair competitive situation drains our revenues to the point where we need a relatively untroubled national economy in order to produce reasonable earnings, despite sweeping advances in efficiency which have been made possible only by substantial capital expenditures."

—From a statement by Gustav Metzman, president of the New York Central, at the company's annual meeting on May 24, relative to the recent strike of the Brotherhood of Locomotive Firemen & Enginemen.

GENERAL NEWS

F. R. Dick Prescribes For "Credit Crisis"

Senate group also hears Ramspeck of the A.T.A.

Identifying the "present railroad crisis" as "primarily" a "credit crisis," Fairman R. Dick last week told the Senate's subcommittee on domestic land and water transportation that it should sponsor legislation giving the Interstate Commerce Commission mandates to approve a level of rates that will permit "adequate earnings," to encourage the establishment by railroads of a "competitive rate structure," and to readjust divisions so that terminal services will become as profitable as line-haul operations. Mr. Dick, who is a member of the New York investment firm of Dick & Merle-Smith, made his presentation at the May 25 session of hearings which the subcommittee is conducting in connection with studies it is making pursuant to Senate Resolution 50.

The subcommittee, headed by Senator Myers, Democrat of Pennsylvania, is a unit of the Senate committee on interstate and foreign commerce. At the May 25 hearing, it also received a presentation from Robert Ramspeck, executive vice-president of the Air Transport Association of America. Mr. Ramspeck, as he said, addressed himself largely to the railroad industry's presentation on air-line subsidies, which was made at an earlier session by Sidney S. Alderman, vice-president and general counsel of the Southern. (See *Railway Age* of April 15, page 63.)

Mr. Dick, who represented "nobody but myself," opened with an expression of his opinion that "the impact of other forms of competitive transportation, even subsidized as some of them are today, is not an insuperable barrier to a solution of the railroad problem." Then came his reference to the "present railroad crisis" as a "credit crisis." He went on to explain that the railroads "are denied the opportunity to render their best service to the public" because they "do not have the funds to modernize their business."

"Billions of Dollars" Needed

Mr. Dick put at "billions of dollars" the funds required if the railroad plant is to be "fully modernized." He referred to studies he has made which indicate that "at least \$15 billion . . . could be profitably employed," and that "the requirement for freight car modernization is probably at least \$5 billion

alone." The "nature of our crisis," he went on, "is dramatically illustrated by pointing out that in spite of this need for new and modern freight cars, our carbuilding plants are practically closed down." The Pennsylvania order for 10,000 freight cars did not move him to change the foregoing sentence, Mr. Dick said, because "in view of total requirements, this purchase is only a drop in the bucket."

The fact that the railroads have earned only $3\frac{1}{2}$ per cent on their investment over the last 30 years was given by Mr. Dick as the "real reason" why investors will no longer supply new funds to the industry. The "controlling reason" why the railroads have earned only $3\frac{1}{2}$ per cent, Mr. Dick continued, "has been because regulation has not permitted the railroads to earn any more."

Two Things Remain Same

"In the last 30 years," he added, "we have had boom, depression, peace, war, high traffic levels and low traffic levels, steam power and Diesel power—all kinds of conditions and changes, but two things remained the same—regulation and the rate of return. In that period we have had little competition and much competition, but again the rate of return is much the same. I think it is clear that we have given regulation an ample trial period, and if it is not changed, we need expect no change for

the better in railroad earnings and credit."

All of which led to Mr. Dick's first recommendation, i.e., that Congress enact legislation giving the I.C.C. a mandate to permit "adequate earnings." In determining what are "adequate earnings," the "actual investment" of the railroads "must be recognized," Mr. Dick advised. And he would have Congress specify a rate of 7 per cent on "actual investment." He pointed out that the I.C.C. does not now recognize the "actual investment," meanwhile warning that "an adequate return on a theoretical reduced investment will not attract investors."

Coming to his consideration of how the railroads can increase their earnings if they are permitted to do so, Mr. Dick dealt principally with the carload rate structure. He recognized the problems of the passenger-service and l.c.l. deficits, but noted that carload business brings in 93 per cent of the freight revenues. The characteristics of the carload traffic and rail facilities to handle it are such, Mr. Dick said, that 85 to 90 per cent of this business should be retained by the railroads because their costs of handling it are cheaper than those of the truckers.

Rate Structure at Fault

He blamed the present railroad rate structure for the loss of an "important part" of this carload movement. The



FRISCO SAFETY RALLY DRAWS OVER 4,300.—Filling the Springfield (Mo.) Shrine Mosque to capacity on May 1, employees of the St. Louis-San Francisco, and their families and friends, heard a program of safety talks and motion pictures which featured as the principal speaker D. E. Mumford, superintendent of safety of the New York Central

railroad rate structure, Mr. Dick said, has been well described by L. F. Orr, "a distinguished commerce attorney," as a system of "ad valorem" rates. "Where rail costs are below truck costs," Mr. Dick continued, "ad valorem rates must be reduced to below truck rates. This readjustment should end the wasteful diversion to the highways."

He conceded that this contemplates that lower-rated heavy commodities "must assume a greater share of the transportation burden," but he pointed out that this increased burden will be less if higher-rated traffic makes a lesser contribution than if it all goes to the trucks and makes no contribution at all.

Mr. Dick recommended legislation on this point because he thinks it is required "if this necessary readjustment of the carload rate structure is to be expedited." He added that "certain vested interests are taking an advantage of this ad valorem rate structure, and they will not relinquish this advantage without a struggle."

Arguing in support of his call for a readjustment of divisions, Mr. Dick said that, while terminal costs have gone up "disproportionately" to the line-haul costs, the divisions set-up "has not recognized this change." He also said that, because of the "disproportionate" rise in terminal costs, "practically the entire Eastern district has become marginal, including the Pennsylvania and the New York Central." This, he added, makes it "ridiculous to think of solving the marginal road problem by abandonment."

Mr. Dick thinks that legislation will also be required here because "there is going on today a civil war between the roads with a high proportion of terminal expense, and the roads with a low proportion of terminal expense." It has been suggested to Mr. Dick that the railroads "simply must be persuaded to get together and work out this [divisions] problem," but he is "convinced that they simply cannot reconcile their differences, and that therefore a mandate to the commission is required."

Ramspeck Defends Air Lines

While Mr. Ramspeck's statement included brief comment on the government aid received by air lines, it was mostly an undertaking to show that air competition is not the principal reason why railroads are losing passenger business. "Loss of passenger traffic by railroads in 1949 was more than 7 times as great as the air lines' gain," he said. He indicated his view that the railroads should look to improved service or reduced rates, or both, to hold their passenger business. And he had data on operations of various streamlined trains, which showed, as he put it, "some results of good passenger service in meeting competition from the airplane, the bus and the private automobile."

"It is," Mr. Ramspeck concluded, "through efforts of this sort, rather than scholarly discussions of government policy, that the railroads will meet their

competition, and will check the downward trend in their passenger traffic which has been in existence for almost 30 years. While airline subsidy may be a convenient excuse for passenger losses, we have seen that it has no significance in explaining those losses, and that its removal would have no effect in improving the railroad position. The improvement can come in only one way—the way chosen by a number of progressive railroads—improvement of service to the passenger."

Examiner Favors P. I. E. Plan to Acquire Keeshin

Case is one railroads want in "long-haul" trucking inquiry

The Interstate Commerce Commission has received from Examiner Irving J. Raley a proposed report recommending that it approve acquisition of Keeshin Freight Lines by Pacific Intermountain Express Company, a proposal that is involved in one of the 43 pending applications on which 90 railroads recently asked the commission to defer action for the purpose of conducting a general investigation of "long-haul" highway transportation. Adoption by the commis-

P. I. E. Proposed Report "Withdrawn" by I. C. C.

Because it was "inadvertently" issued in the face of a court order restraining commission action in the proceeding, the Interstate Commerce Commission has "vacated and withdrawn" Examiner Irving J. Raley's proposed report recommending approval of the Pacific Intermountain Express Company's proposal to acquire Keeshin Freight Lines. The proposed report, issued on May 26, is reviewed on this page.

The commission's withdrawal order was entered May 31. It noted that the involved restraining order was issued May 23 (and served on the commission May 25) by the United States District Court for the Southern District of New York, where a suit to permanently enjoin commission action in the P. I. E. case has been filed by the Middle Atlantic Transportation Company and Chicago Express, Inc. The restraining order stays commission action pending court hearing on the merits of the suit.

The commission said the proposed report was issued before the stay order had been called to the attention of Examiner Raley and other involved commission employees. The withdrawal order was issued, so it said, because the commission was "desirous of removing all appearances of its failure to comply with said restraining order," and to "restore the status quo of said proceeding in obedience to said (court) order."

sion of the examiner's recommendations would result in creation of a new trans-continental trucking system, since Pacific operates between Chicago and St. Louis, Mo., and the west coast, while the Keeshin-system lines operate between those two cities and the east coast.

The case is docketed as No. MC-F-4401. It is first on the list of proceedings which the railroad petition seeks to have consolidated into a general commission investigation. The investigation, the petition said, should determine the "economic and other effects" of long-haul trucking, and establish "policies to be applied in developing, coordinating, and preserving the national transportation system contemplated by the national transportation policy." (See *Railway Age* of May 6, page 54.)

A like petition was filed earlier by 16 organizations interested in the grain trade. Their request for a similar commission investigation is based on a contention that shippers of grain and grain products will be forced to pay higher rail rates if other railroad traffic is lost to long-haul truckers. (See *Railway Age* of April 15, page 65.)

A group of more than 30 railroads, mostly western lines, and representatives of grain interests are among protestants in the P. I. E.-Keeshin case. They made presentations like those of their petitions, which were filed after the hearing in the present case, as Examiner Raley reported in a footnote in his proposed report. As to other pending motor applications mentioned by these protestants, the examiner said they are "of course, not in issue here." He did note, however, that proposed "new operations" are involved in many of the cited cases. "The instant proceeding," he added, "differs from such proposals in that here the unification of two existing concerns is proposed, without enlargement of existing operating rights."

Examiner Criticizes Railroads

Dealing further with the railroads' protest, Examiner Raley reviewed various statistics relating to distribution of traffic among various transport agencies. From such data, he calculated that "to bring the 1949 railroad freight traffic to the 1944 level would require a set back of all other agencies of transportation approximately to their status 25 years ago."

As to the railroads' contention that 1948 rail and truck traffic would have been handled more economically if it were moved entirely by rail, Mr. Raley said "the assumption that railroad rates would be lower if motor competition did not exist is of doubtful validity." He disposed of the railroads' complaint that the truckers skim the "cream" of the traffic by noting that high-rated traffic "is obviously as attractive to motor carriers as it is to railroads." Rail rates on the higher-rated traffic, he added, "have been increased proportionately more than the average for all traffic, notwithstanding that . . . the

value of rail service to shippers has declined in consequence of the existence of the competitive service."

As to criticisms of truckers like P.I.E. for not carrying bulk commodities and not serving all intermediate points, the examiner said they disregarded the limits of the motor-carrier authorizations and the functions which they perform. "It has not been established," he added, "that P.I.E. failed to serve all points which it was authorized to serve or to transport all commodities which it is authorized to transport."

Mr. Raley did concede, however, that "if the public could afford only one form of transportation it would have to give the railroads a monopoly." But he went on to assert that "the public can afford and is entitled to a national transportation system by highway as well as rail."

Meanwhile, he had said he was not convinced that the railroads' competitive position with respect to high-rated traffic is "as bad as painted by them." In that connection he referred with seeming disapproval to the railroads' approach which "apparently" assumes that "it is useless to attempt to regain traffic lost to motor carriers or even to stop further losses of tonnage through improved service or downward rate adjustments."

The proposed report also commented on the protest of the grain interests. Such comment included Examiner Raley's observation that those interests have "apparently" been favored in railroad rate-increase cases of the post-war period, because the advances "have not been applied to the products of agriculture to the same degree as to all traffic."

Details of Proposed Transactions

The transactions which the examiner would have the commission approve contemplate a payment by P.I.E. of about \$1,940,000 and the assumption of various obligations of the Keeshin system. The latter, which went bankrupt and is now operated by trustees, includes the parent company, Keeshin Freight Lines, and various subsidiaries. The more important of the latter are the Keeshin Motor Express Company, Seaboard Freight Lines, and National Freight Lines.

Keeshin operations cover 15,560 mi. of routes in 16 states, extending generally from Minneapolis-St. Paul, Minn., Des Moines, Iowa, and St. Louis, Mo., on the west through the central states north of the Ohio river to points in northeastern states between Boston, Mass., and Washington, D. C. During 1948, the system had gross revenues of about \$10,000,000. Its average length of haul was about 215 mi.

P.I.E. operates over 10,513 mi. of routes extending from San Francisco, Cal., and Los Angeles, on the west, to Chicago and St. Louis, on the east, generally via Salt Lake City, Utah, Denver, Colo., and Kansas City, Mo. Its 1948 gross revenue was about \$12,000,000, and its average length of haul in that year was "slightly over 1,500 mi."



The Manitou & Pike's Peak was completely Dieselized as it opened for operation on June 3. The "railroad to the sky" has added two new 400-hp. General Electric cog Diesels (see *Railway Age* of July 9, 1949, page 148), one of which is shown here, to other units ordered in 1939 and 1947 and is retiring the last of its old steam locomotives

Senate Group Studies Railroad Unemployment

Unemployment in the railroad industry and certain other "basic" industries is being studied by a Senate subcommittee in a series of hearings that began May 22. The subcommittee, a part of the committee on labor and public welfare, is investigating the cause of "increasing unemployment" in the railroad, coal, oil, silver, zinc, and lead industries.

George F. Parrish, executive secretary of the West Virginia Railroad Association, was the only railroad witness to appear during the first week. He testified that coal traffic on the so-called Pocahontas lines — Norfolk & Western, Chesapeake & Ohio, and Virginian — has declined approximately 7½ million tons annually since 1948, resulting in loss of jobs for about 2,600 railroad employees.

Mr. Parrish went on to say this loss of traffic has cost the Pocahontas roads "more than \$24,000,000 in their own revenues each year," and that employees have lost approximately \$9,300,000 in wages. In addition, much of the equipment and facilities of these roads is idle because of the lack of coal traffic, he added.

"Dumping of foreign oil into this country" was cited by Mr. Parrish as the cause for the decline in coal traffic. He said that most of the tonnage lost has to that extent been replaced by foreign oil as a source of fuel in the New England-New York-Philadelphia area.

Coal moving through the port at Hampton Roads, Va., amounted to 10,398,000 tons in 1949, as compared with

17,578,000 tons in 1948. Mr. Parrish declared. "It is not believed that the 1950 movement will be greater than in 1949," he added.

Senator Neely, Democrat of West Virginia, is presiding at the hearings. Other members of the subcommittee are Senator Thomas, Democrat of Utah, and Senator Taft, Republican of Ohio. The hearings are being held pursuant to Senate Resolution 274.

I.C.C. Bans Equalized Ex-Lake Grain Rates to Eastern Ports

The Interstate Commerce Commission has condemned suspended railroad tariffs which proposed to give Albany, N. Y., New York City, Boston, Mass., and Portland, Me., the Philadelphia-Baltimore basis of export rates on ex-lake grain from Buffalo, N. Y., and other Great Lakes ports. The proposed equalization would have cut the rates to Albany, New York, Boston, and Portland by one-half cent per 100 lb., thus ending a differential situation which has existed since 1905.

Meanwhile, the commission did approve that part of the railroad proposal which contemplates increasing from 10 to 20 days the free-time allowance for storage of the ex-lake grain at New York. This will make the storage allowance the same at all the involved ports except Albany, where the railroads did not propose to change the 10-day arrangement.

The proceeding was docketed as I.S. No. 5641, and the commission's report, dated May 4, was made public May 26. Parties to the condemned tariffs were the New York Central (including the

Boston & Albany), Lehigh Valley, Delaware, Lackawanna & Western, Boston & Maine, Maine Central, and New York, New Haven & Hartford. Protestants included the Baltimore & Ohio, Pennsylvania, Reading, and Western Maryland.

Commissioner Mahaffie dissented. He said the respondent railroads had a right to adjust their rates to meet competition if the adjusted rates did not violate the Interstate Commerce Act. In his opinion, the proposed rates did not violate the act.

Evidence in the case indicated that most of the ex-lake grain moved through New York and Boston prior to 1938. In that year the combined proportion of those two ports amounted to 72.41 per cent of the total, and it had been higher in the 8 previous years, reaching 100 per cent in 1936. By 1948, this had dropped to 27.77 per cent. Meanwhile, the Philadelphia-Baltimore proportion, 27.59 per cent in 1938 and lower in the 3 previous years, was 72.21 per cent in 1948.

The commission's report noted that Commissioners Patterson and Knudson did not participate in the disposition of the case.

Hearing in Rule 34 Case Postponed Indefinitely

Further hearing in the case in which the Interstate Commerce Commission is investigating Rule 34 of the Consolidated Freight Classification has been postponed indefinitely. The hearing was originally set for June 12 at Chicago before Examiner Myron Witters. (See *Railway Age* of May 6, page 71.)

House Group Ends Hearings On Union Shop, Check-Off

The House committee on interstate and foreign commerce on May 26 concluded hearings on the Crosser bill (H.R. 7789) which would amend the Railway Labor Act so as to permit the union shop and check-off of union dues.

On the Senate side, a subcommittee of the committee on labor and public welfare has already completed hearings on a similar bill. (See *Railway Age* of May 27, page 44.)

Among the final witnesses appearing before the House committee on May 25 and May 26 were Daniel P. Loomis, chairman of the Association of Western Railways; C. A. Miller, vice-president and general counsel, American Short Line Association; Robert Ramspeck, executive vice-president, Air Transport Association; and Walter F. Woodul, an attorney representing 23 Texas railroads.

The presentations by Mr. Loomis, Mr. Miller and Mr. Ramspeck were similar to those made when they appeared earlier before the Senate subcommittee. Mr. Ramspeck again urged that the Railway Labor Act be amended so as to remove air lines from its jurisdiction.

Mr. Woodul's statement, opposing H.R. 7789, was a plea to the committee urging that no federal legislation be passed which would override state laws outlawing the union shop. Texas is one

of 11 states having such laws, Mr. Woodul said. He added that if the present act passes it is "very, very necessary" that provisions be added to protect state statutes. He noted that the Taft-Hartley Act contains such provisions.

Canadian Roads Hit By Red River Flood

During the recent flood of the Red River of the North which inundated Winnipeg, Man., the Canadian Pacific

and the Canadian National, in addition to other emergency measures, strung 15 pairs of telephone wires across the city's main thoroughfare to connect the offices of the two companies so that either could use the other's facilities in case of a circuit failure. Since the week of April 27, when the C.P. line was first menaced at Emerson, Man., on the Winnipeg-Minneapolis, Minn., run, the road moved out of Winnipeg 26,000 evacuees by rail and 175 by air; accommodated in its Royal Alexandra Hotel flood victims to a peak of 300 daily; handled



The upper photograph shows Canadian Pacific trackage washed out on the La Riviere subdivision, 1 mi. south of La Salle, Man., during the rampage of the Red River of the North. Below, workmen are shown sandbagging the C. P. Express building at Winnipeg, the city which received most damage during the record-making flood



in one day 5,000 telegrams, close to five times a normal day's business; and "high-balled" all flood-fighting material.

Switchmen Cancel Strike

The Switchmen's Union of North America on May 27 canceled the strike which it had called against 11 western railroads—first for May 23 and then for June 1. The background of the dispute, which involves the union's demand for a 40-hr. week for its members, was given in the *Railway Age* of May 27, page 50.

Announcement of the strike's cancellation was made by Chairman Francis A. O'Neill, Jr., of the National Mediation Board, members of which held a series of meetings with the parties in Washington, D. C., last week. Mr. O'Neill said that sufficient progress had been made at such meetings to warrant continuation of N.M.B.'s efforts to bring about a settlement. While he pointed out that the union reserved the right to reinstate the strike call, he did not anticipate that such action would be taken.

Leighy Heads R.L.E.A.

G. E. Leighy, president of the Order of Railroad Telegraphers, has been elected chairman of the Railway Labor Executives' Association. He succeeds Harry W. Fraser, late president of the Order of Railway Conductors, who died on May 13 (see *Railway Age* of May 20, page 212).

Joins Two Reparation Cases

Complying with a request of the Department of Justice, the Interstate Commerce Commission has consolidated two of the 17 pending proceedings which involve the government's complaints against railroad rates it paid during World War II. The consolidated cases are No. 29822 and No. 29861 wherein the complaints assail rates paid on shipments of ammunition and explosives and of small-arms ammunition.

Compromise L.C.L. Adjustment Proposed by Eastern Roads

In what is termed a "compromise settlement" in the so-called "L.C.L. Case," Official territory railroads have filed with the Interstate Commerce Commission two new tariffs scheduled to become effective June 19.

The tariffs, which the roads asked the commission not to suspend, would change present rates and charges on less-than-carload and any-quantity freight traffic in Official territory as follows:

(1) Apply to exception-rated less-carload traffic the class rates applicable to classification-rated less-carload traffic.

(2) Increase the present flat minimum charge of \$1.43 per shipment of less-carload freight to \$2.00 per shipment.

In a statement filed with the commission in conjunction with the tariffs, the roads said the new charges would also

be applied "as minimum charges upon interterritorial traffic if the carriers in adjoining territories concur." These proposed changes in present l.c.l. rates and charges in Official territory are the result of "further consideration" given the problem by both the railroads and shipper groups subsequent to the reopening of this case (No. 29770) by the commission, the statement said.

The statement continued by noting that when the proposed tariffs become effective "the petitioning carriers in No. 29770 will request that that proceeding be immediately discontinued by the commission." Five carrier proposals are now before the commission in the case, which dates originally from May 29, 1947, and which has been set for further hearing on June 27.

Apart from explaining the compromise basis of the new tariffs, the railroads said the proposed rates and charges were filed as an "independently justified and immediately needed adjustment in the present Official territory l.c.l. rate structure." The statement went on to say that each proposed adjustment is directed to a "low spot" in the present rate structure and that in each instance the affected traffic "can reasonably stand prompt upward adjustment in the manner proposed."

Employee Safety Awards Go to Eight Railroads, Pullman Co.

Six Class I railroads, two terminal companies and two divisions of the Pullman Company have been named by the National Safety Council as group winners of its Railroad Employees' National Safety Award for 1949.

Each of the eight railroad winners had the lowest casualty rate for its total-man-hours-worked group. The Class I roads are: the Norfolk & Western, the New York, Chicago & St. Louis, the Central of Georgia, the Central Vermont, the Missouri-Illinois and the Colorado & Wyoming. The C.&W. although it worked less than a million man-hours, had a perfect no-casualty record. The winning switching and terminal roads were the Indianapolis Union and the River Terminal.

The winning divisions of the Pullman Company were the Atlanta operating zone and the St. Louis, Mo., repair shops. The St. Louis shop worked 1,106,478 man-hours in 1949 without a single reportable accident, while the Atlanta zone worked over three million man-hours with only two chargeable lost-time injuries.

British Group to Study Freight Handling Here

Railroad, truck and dockside terminal facilities in this country will be visited by a 16-man British team in a Marshall Plan study of American freight-handling methods, it has been announced by the Economic Cooperation Administration. The British team, made up of

a supervisory and workshop group in four categories—railways; docks and harbors; road haulage; and industrial users of freight services—will visit city areas of New York; Boston, Mass.; Chicago; St. Louis, Mo.; Indianapolis, Ind.; Washington, D. C.; Baltimore, Md.; and Philadelphia, Pa. Arthur C. B. Pickford, executive officer, Railway Executive, London, is team leader.

M. of W. Brotherhood Asks Rehiring; Job Guarantees

Stabilization of employment levels and restoration of "normal" maintenance of way forces are the two principal demands, dated May 15, served on over 300 railroad and terminal companies throughout the country by the Brotherhood of Maintenance of Way Employees. The demands are being served on the individual carriers by 300 of the brotherhood's system general chairmen.

The union's proposal is that all maintenance of way employees who are on the payroll of a carrier as of January 15 of any year, beginning with 1950, shall be given full employment for that year. Those on the payroll March 15 shall be given full employment for eight months and those on the April 15 payroll, six months. The union contends that stabilization of maintenance forces could result in more economical operation by the carriers.

The other major union demand is that the carriers restore to service all employees taken out of service on September 1, 1949, and thereafter, following advent of the 40-hr. week. T. C. Carroll, president of the brotherhood, has stated that reduction of M. of W. employment has resulted in abolition or lengthening of sections "beyond the maximum that can be safely and efficiently maintained."

Under the procedure of the Railway Labor Act these demands will probably not reach the "crisis" stage for several months, some sources estimating that it will take as long as eight months before a strike can legally be called.

Pennsylvania Merges Two Western Divisions

Beginning on June 3, the Pennsylvania will effect the consolidation of its Indianapolis and St. Louis divisions to form the "southwestern" division. The move is characterized as the latest effort on the part of the road to "streamline" its organization to keep pace with improved methods of handling its business. Formation of the revamped operating unit was announced on May 24 by vice-president Paul E. Feucht, Chicago, immediately following action by the road's board of directors in Philadelphia.

A. L. Hunt, now superintendent of the St. Louis division, will become superintendent of the southwestern division, and L. A. Evans, of Indianapolis, will be assistant superintendent. Headquarters for the new division will be in Indianapolis. However, operation of the Terre Haute (Ind.) car repair shop, the largest

individual operation of the St. Louis division, will continue as before, and its recently inaugurated, extensive car repair program will continue unabated.

Mr. Feucht stressed that personnel changes resulting from the consolidation would be very few, only some 32 supervisory and clerical workers of the St. Louis division's 1950-odd employees being required to shift, or exercise their seniority rights. He further stressed that none of the road's services of its St. Louis division would, in any way, be affected by the change.

Attributing the consolidation to the flexibility of operation brought about by the use of Diesel power, Mr. Feucht said that because less motive power units are required, the simplified operation permits the combining of divisions with simultaneous improvement in the service provided. "We have now reached the point where we can no longer raise our rates to compensate for the increased wages and higher material prices," he said, "and the only alternative we have is to try to streamline and make further cuts in our expenses."

Railroads Following General Plan Of All Industry—Franklin

"When a manufacturing firm encounters increased costs due to higher wages and prices of raw materials it usually does two things immediately, it increases sales price of what it manufactures and begins a change in its process to reduce its manufacturing costs," Walter S. Franklin, president of the Pennsylvania, said recently before a forum luncheon of the Traffic Club of New York. "The railroads should and do follow the same general plan," he added. "Unfortunately, the increasing of rates, both passenger and freight, is a slow process. . . . The lag, sometimes a year or more, is very costly. In the meantime further increases in costs have occurred."

The P.R.R. has spent \$600,000,000 in capital improvements during the last 10 years, Mr. Franklin continued. "This is a huge figure for a private company. Of course, you are hardened to government spending of billions, but come back to earth and consider these figures and I am sure you will agree they are large even compared to the immense expenditures of some of your own companies. . . . Now, why am I boasting a bit about these expenditures? Simply to show you that we are keenly alive to the necessity of keeping abreast of the times to meet our competition and to provide services that will be attractive to shippers and the traveling public, and further, to emphasize that following the increases in our freight rates and passenger fares we are spending the money necessary to produce the things that the railroads manufacture—ton-miles and passenger-miles—at less cost. In other words, we are following the general plan of all industry when they face increased costs."

"We are all facing the increasing trend towards getting something for nothing,"

Puget Sound Fare Cut Adds to G. N.'s Train-mile Earnings

Fare reductions effected by the Great Northern last January 15 (see *Railway Age* of December 17, 1949, page 68) between Seattle, Wash., Vancouver, B. C., and intermediate points, have increased train-mile earnings in the face of generally declining passenger revenues. One-way and round-trip coach fares were reduced by 32 per cent, under-cutting those of any common carrier operating between the two cities.

In January, 1950, passenger earnings per train-mile between Seattle and Vancouver increased 17.6 per cent as compared to January, 1949, although there was a decrease of 16.8 per cent in passenger revenue for the system. In February, 1950, train-mile earnings on this run increased 16.9 per cent over the same month of 1949, while system passenger revenues declined 8.9 per cent. In March, 1950—the latest month for which figures are available—train-mile earnings on the Puget Sound route increased 23.7 per cent as compared to 1949, and compared with a decrease of 11.9 per cent in system passenger revenues.

Effective June 18, with inauguration of streamline passenger service on the Seattle-Vancouver run, and establishment of one additional round-trip daily, the G. N.'s passenger traffic department anticipates further success in bringing business to its rail service.

Similar fare reductions were effected between Seattle, Tacoma, and Portland, Ore., on January 25 (see *Railway Age* of December 31, 1949, page 58) and while average train-mile earnings are not available for trains of the three roads which operate this service under a pool arrangement, statements of ticket sales reported by interested agencies indicate that results here have been equally successful.

Mr. Franklin told his audience. "Of course, that is impossible. The railroads have always paid their way and their full share of the taxes in the territory where they operate. That is fair and proper and what we think our competitors should do—air, highway and waterway. Just one example of the present tendency. The railroads have \$21,000,000 invested in the Washington Terminal, which was built as a passenger station in 1907. It receives no governmental subsidies of any kind. It pays its own expenses and taxes. The property taxes are running about \$290,000 per year and income taxes of \$165,000, or a total of \$455,000. In addition, it pays every year interest to the private investors who financed its construction of \$330,000, making a total of \$785,000 paid in taxes to the support of the government and a return to the private investor. As against this private operation, our competitors use a Washington airport built entirely at the expense of the government for \$23,000,000. This airport costs \$1,522,000 per year to operate, without any

allowance for interest or return on the taxpayers' \$23,000,000 investment, and the total landing fees and ramp service fees paid by operators of aircraft using the airport for the year ended June 30, 1948, was only \$120,000. Of course, you appreciate that this airport pays no taxes. Any one of you can realize what your companies would be up against with competition of this type."

Mr. Franklin concluded his address with a brief summary of the history of several railway labor disputes during the past 10 years. This history, he said, indicates that the emergency board provisions of the Railway Labor Act have not fulfilled the function for which they were created, and for that reason he favors passage of the so-called Donnell bill which would outlaw strikes or lock-outs arising out of wage or working rules disputes (see *Railway Age* of May 13, page 56, and May 20, page 208).

Explosion Damage to P.R.R. Under \$1½ Million

Damage to facilities of the Pennsylvania in the South Amboy, N. J., area as a result of the explosion there on May 19 of gelatine dynamite and military supplies is estimated at less than \$1,500,000, according to Paul W. Triplett, superintendent of the road's New York division. Reconstruction has begun, he said, and everything possible is being done to expedite resumption of normal operations. A force of 150 P.R.R. employees is working around the clock to clear up debris and repair tracks, switches, signal lines, power cables and the high-tension catenary system of overhead power transmission wires used in electrified freight service.

C.G.W. and C.N.W. Praise Use Of Diesels; I.C. to Consider

Two western roads, the Chicago Great Western and the Chicago & North Western, have told their stockholders that the Diesel engine is a primary factor in improvement of financial position. W. N. Deramus, III, president of the C.G.W., speaking at the annual meeting of stockholders, said that "without Diesel engines, we could not have long survived." He pointed out that since delivery was taken of new engines, with which the C.G.W. became completely Dieselized in January, 1950, savings of 40 per cent in train operations have been made with about a 30 per cent return on investment. While admitting that maintenance costs would probably rise after a few years of service, he maintained that savings produced by Diesel power would remain "most satisfactory."

President R. L. Williams told C. & N.W. stockholders: "I think it is generally known that the economies in transportation and maintenance are with use of Diesels. One simple example stands out stronger than any of them and that is fuel economy. In 1949 fuel costs in steam operation per 1,000 gross ton-miles were 31.2 cents as compared with 14 cents

in Diesel operation—a saving of over 58 per cent.”

The Illinois Central, which currently handles all freight service (except switching) with coal-burning steam power, has expressed interest in development of gas (powdered coal) turbine locomotives. At the recent stockholders meeting, President Wayne A. Johnston said that, because of an estimated cut in operating expenses of as much as 25 per cent with Diesel locomotives, the I.C. would give “careful consideration” to replacement of present steam power with Diesels as older steam units reach retirement age.

Freight Car Loadings

Freight car loadings for the week ended May 27 were not available when this issue of *Railway Age* went to press.

Loadings of revenue freight for the week ended May 20 totaled 743,307 cars, and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS			
For the week ended Saturday, May 20			
District	1950	1949	1948
Eastern	139,455	135,486	156,291
Allegheny	148,922	164,878	187,832
Pacahontas	55,855	63,601	76,108
Southern	116,987	116,482	140,621
Northwestern ..	118,132	122,804	126,723
Central Western ..	107,145	113,276	125,454
Southwestern ..	56,811	57,383	66,148
Total Western Districts	282,088	293,463	318,325
Total All Roads	743,307	773,910	879,177
Commodities:			
Grain and grain products	38,223	48,398	39,433
Livestock	8,076	8,840	12,543
Coal	138,381	157,452	202,990
Coke	14,379	13,811	14,301
Forest products ..	42,898	40,100	46,069
Ore	67,951	76,787	76,110
Merchandise l.c.l. ..	76,755	92,946	107,598
Miscellaneous ..	356,644	335,576	380,133
May 20	743,307	773,910	879,177
May 13**	711,819	771,738	846,945
May 6	744,040	768,327	880,287
April 29	745,350	785,444	891,115
April 22	722,644	769,347	851,926

Cumulative total
20 weeks .. 13,201,676 14,348,804 15,642,607

**Figures revised to include actual in lieu of estimated loadings for N.Y.C. System.

In Canada.—Carloadings for the week ended May 20 totaled 76,989 cars, compared with 75,374 cars for the previous week, and 73,550 cars for the corresponding week last year, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 20, 1950	76,989	30,331
May 21, 1949	73,550	32,173
Cumulative totals for Canada:		
May 20, 1950	1,400,707	605,579
May 21, 1949	1,450,915	636,274

Railroads Will Move All Wheat That Can Be Stored, Gass Says

Reporting on preparations for handling the 1950 wheat harvest, Chairman Arthur H. Gass of the Car Service Division, Association of American Railroads, said in his latest review of the “National Transportation Situation” that he expects the railroads “will be able to furnish a sufficient number of cars to take care of every bushel of grain for which storage space is readily available.” The movement involves not only the 1950 crop but also the carryover of last year’s production.

This adds up to a “major box car supply problem,” Mr. Gass said, despite the fact that the 1950 crop, now estimated at 689.6 million bushels, will be the smallest since 1943. As in previous years, arrangements were made with the Commodity Credit Corporation to move, in advance of the 1950 harvest, the carryover supplies which were turned over to that corporation under loan and purchase agreements that expired April 30.

Mr. Gass also mentioned Special Car Orders No. 55 and No. 56 which were issued by C.S.D. to expedite the return home of box cars owned by the western roads serving grain-loading areas. “The substantial increase in the return of box cars to western roads resulting from these orders served to correct the temporary dislocation in western territory except for minor shortages of the better grade cars,” the C.S.D. chairman said. Order No. 56, which superseded No. 55 on

April 12, was cancelled, effective May 10 (see *Railway Age* of April 29, page 72).

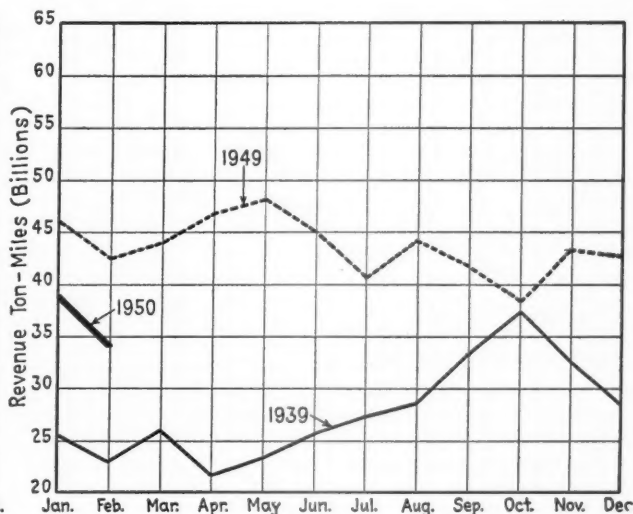
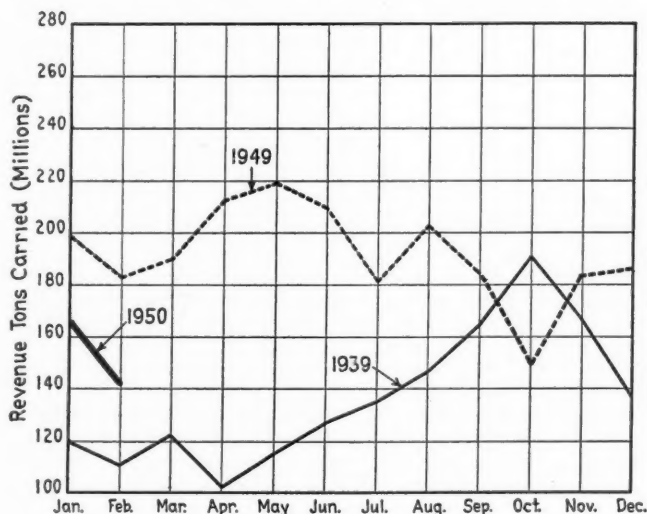
As to the box-car situation generally, Mr. Gass said that shipper requirements were “beginning to reflect the usual seasonal increases in . . . agricultural and industrial production and demands will continue to expand until the peak loading period is passed this fall.” Of ventilated box cars, he said the supply is “adequate” provided consignees unload the cars promptly. Meanwhile, “all requirements for device and auto parts cars are being met currently.”

As to open-top cars, the C.S.D. chairman anticipated that there might be “some rather severe shortages” until the effects of the firemen’s strike had run their course and normal operations were restored. His figures on coal loadings indicated a “substantial degree of recovery” during the nine weeks following settlement of the miners’ strike. The 1950 loadings to May 6 were only 11.3 per cent below those of the comparable 1949 period, whereas the deficit was 45.5 per cent as of March 4.

Coming to his discussion of the lake coal and ore programs, Mr. Gass reported that they have been revised downward because the opening of navigation on the Great Lakes was delayed until May 1. The coal program now calls for the movement this season of 45 million instead of 50 million tons, while the iron-ore goal is down from 80 million to 70 million tons. The coal program is well under way, but the ore program “got off to a slow start,” Mr. Gass said.

With respect to the hopper-car situation, he reported that demands have recently been “very heavy” and that the firemen’s strike “caused considerable disruption in normal distribution which is resulting in some rather severe shortages.” With the return to normal distribution, Mr. Gass does not expect any “serious” shortages of hoppers, but the situation will be “tight” for several weeks.

Meanwhile, some recent shortages of gondolas and flat cars have been reported, while the demand for covered



Revenue tons and revenue ton-miles—1950 compared with 1939 and 1949

hoppers has been "heavy." As to refrigerator cars, the supply has recently been "tight" in some areas, the firemen's strike having caused "some dislocation" of empties.

Of the new-equipment situation, Mr. Gass said it had "further brightened" in the two months since his previous report. He had in mind the placement of large orders and stepped-up repair programs. The latter, he said, may result in the conditioning of enough bad-order cars to "fully compensate for the loss in total freight car ownership which has amounted to 18,000 units so far this year."

Noting the continuing growth of Dieselization, Mr. Gass said there are now 15 Class I line-haul "steam" railways that own no steam locomotives. He listed them as follows: Atlanta & St. Andrews Bay; Atlantic & Danville; Chicago Great Western; Chicago, Indianapolis & Louisville; Detroit & Mackinac; Elgin, Joliet & Eastern; Illinois Terminal; Lehigh & New England; New York, Ontario & Western; New York, Susquehanna & Western; Sacramento Northern; Spokane International; Staten Island Rapid Transit; Texas Mexican; Toledo, Peoria & Western.

The average turn-around time of freight cars in April, as reported by Mr. Gass, was 15.61 days. The comparable figure for April, 1949, was 15.48 days. Cars detained beyond the 48 hours free time averaged 21.93 per cent of the total placed in April. This compared with 22.28 per cent in March and 15.28 per cent in April, 1949.

C. & O. Reinstates Tipping

The Chesapeake & Ohio, which introduced a no-tipping policy on its dining cars three years ago (see *Railway Age* of April 19, 1947, page 808), is again allowing its employees to accept gratuities, Thomas J. Deegan, Jr., vice-president in charge of passenger traffic, said in Brooklyn, N. Y., on May 23. Speaking at a luncheon meeting of the Brooklyn Kiwanis Club, Mr. Deegan added that the C. & O. still believes tipping, "where the wage level is adequate, is a nuisance, an imposition on the customer and a practice unworthy of American labor. Experience has shown that although the public complains about tipping, too many persons lack the courage to participate in an experiment that breaks with custom. Also, service employees too often are unable to suppress old habits of cadging tips even while pocketing the added compensation which was intended to replace tips."

Burlington-Rock Island Becomes a "Non-Op"

The Burlington-Rock Island became a non-operating company effective May 31. According to Vice-President D. C. Haggart, Houston, Tex., all the road's operations and facilities were transferred under lease to the Chicago, Burlington & Quincy system and the Chicago, Rock Island & Pacific on that

date, and henceforth the B.-R.I. will be operated as a joint division of those two lines. Operating supervision will be alternated between the two lessees on a five-year basis with maintenance costs apportioned on a user basis.

Chartered in 1902 as the Trinity & Brazos Valley, the B.-R.I. came under control of the Colorado & Southern (later to become a part of the Burlington system) and the Rock Island about 1907. Trackage rights were obtained into Fort Worth, Tex., Dallas and Galveston the same year, and through train service was begun shortly thereafter. Emerging from a long receivership in 1930 as the Burlington-Rock Island, the line experienced a rejuvenation of facilities and traffic which was climaxed, in 1936, by introduction of the "Sam Houston Zephyr," considered to be the first Diesel streamline train in Texas.

Protective Section Holds 30th Meeting

"If the greatest good for the greatest number is to serve as a guide in the planning of our political economy and in the making of our laws, then it is high time that provision be made for determining railroad wages and working conditions on the basis of reason and justice rather than by senseless strikes which, in reality, are a survival of the law of the jungle," Jacob Aronson, vice-president and general counsel of the New York Central, told the Protective Section of the Association of American Railroads during its 30th annual meeting at Boston, Mass., May 24-26.

Members of the section were congratulated by A. L. Green, special representative of the A.A.R.'s Freight Claim Division, and by R. M. Edgar, assistant to the president of the Boston & Maine and Maine Central, on their success in reducing losses of stolen freight. "Claims paid for freight thefts," Mr. Green said in part, "which amounted to \$1,800,868 [in 1949], were down 39 per cent, or \$1,173,130 less than for 1948 . . . This was the largest reduction in freight losses due to thievery in any year since 1922." He also suggested that members of the section set as their objective reduction of theft losses "to one per cent of the total claim payment instead of two per cent, the proportion paid in 1949." "That," he added, "would be merely repeating what you did last year."

Mr. Edgar, referring to the "growing disregard for property rights and a lessening of the sense of individual responsibility and response to discipline among many of our citizens," stated that the B. & M.'s freight-claim payments for losses due to theft had been reduced 83 per cent between 1947 and 1949. He also praised railroad police forces for their efforts, "by example and friendly counsel," to cut down trespassing, theft, accidents and property damage by preventive work "in the juvenile field," through schools and other contacts.

Mr. Aronson's talk, delivered at the

section's dinner on May 25, was devoted largely to the "major problems" confronting the railroads. Of these, he said, "one of the most important and serious" is "the increasingly more frequent recurrences of threats of, and actual strikes."

"An extended [railroad] strike," he declared, "would be utterly calamitous. . . . When considered from the standpoint of its selfish disregard of the public interest and of its disastrous effect on countless millions who are dependent on uninterrupted service, a strike on the railroads is utterly un-American."

"What we need—and what, as a matter of fact, is long overdue—is a law which will provide governmental machinery for determination of wages and working conditions in the railroad industry whenever the parties themselves are unable in collective bargaining to reach an agreement. This machinery should take the form of a court or tribunal to be appointed by the President of the United States and should include in its membership disinterested persons whose decisions on wages and working conditions would be binding on management and organizations alike. In such a setting there would be no place and no need for strikes. . . . The unions would not be permitted to gang up on the whole country, and there is no sound reason why they should be. . . . We have long since outlived the time when we can be sure that the force of public opinion alone will save the day."

Other speakers included J. F. Doolan, executive vice-president of the New York, New Haven & Hartford; J. P. Kenney, superintendent of the New York zone of the Pullman Company; J. M. Feeney, manager of the New York Terminal Matching Bureau; F. G. Love, manager of the property protection and freight claim departments of the N.Y.C.; and W. I. Spitter, chief special agent of the Chicago, Indianapolis & Louisville.

W. G. Fetzner, chief special agent of the Chicago, Burlington & Quincy, was elected chairman of the section, to succeed G. R. Crowley, superintendent of police of the New Haven, who presided at the Boston meeting. H. G. Moxham, chief of police of the B.&M., was elected vice-chairman. Elected to serve on the committee of direction for the next three years were J. N. Godman, superintendent of police, Reading; T. W. Hamilton, superintendent of police, Pennsylvania; F. M. Ellis, chief special agent, Chicago & North Western; and E. S. Glass, chief special agent, Norfolk & Western.

1949 Fourth-Quarter Loading Estimates 18.7 Per Cent High

The 13 Regional Shippers Advisory Boards overestimated car loadings for the fourth quarter of 1949 by 18.7 per cent, according to the latest comparison of forecasts with actual loadings issued by Arthur H. Gass, chairman of the Car Service Division, Association of American Railroads. None of the 13 boards turned in an underestimate, and the range of

overestimates by individual boards was from 1.5 per cent to 41 per cent.

By commodities, there was a range from an overestimate of 64.1 per cent in the case of ore and concentrates to an underestimate of 27.5 per cent on cotton. In addition to that on ore and concentrates, there were overestimates of 37.4 per cent on iron and steel; 31.1 per cent on hay, straw and alfalfa; 31 per cent on coal and coke; 27.3 per cent on citrus fruits; and 24.2 per cent on machinery and boilers. The next largest underestimate to that noted above was 11 per cent on salt, while others included 8.6 per cent on flour, meal and other mill products, and 5.7 per cent on all grain.

COMPARISON: ESTIMATED NATIONAL FORECAST WITH ACTUAL CARLOADINGS—FOURTH QUARTER 1949

Board	Carloadings		Percentage Over Est'd
	Estimated	Actual	
Central Western	302,884	288,353	4.8
Pacific Coast	356,963	339,532	4.9
Pacific Northwest	259,919	250,536	3.6
Great Lakes	525,582	397,250	24.4
Ohio Valley	1,019,447	648,757	36.4
Mid-West	912,831	726,584	20.4
Northwest	497,512	293,307	41.0
Trans-Mo-Kansas	403,540	375,553	6.9
Southeast	894,896	826,102	7.7
Southwest	520,707	513,116	1.5
New England	115,937	112,369	3.1
Atlantic States	852,394	729,859	14.4
Allegheny	864,187	619,668	28.3
Totals	7,526,799	6,120,986	18.7

W. Va. Requires Crossing Signs to Be Reflectorized

The state of West Virginia has issued an order requiring that all signs at railroad grade crossings be reflectorized, either by means of glass button type or sheet reflectorization.

ORGANIZATIONS

Mechanical Division Program

The 24th annual meeting of the Mechanical Division of the Association of American Railroads will be held in the Gold Room of the Congress Hotel, Chicago, June 26-28, inclusive. The program will be as follows:

MONDAY, JUNE 26

10a.m. to 5 p.m., Chicago Daylight time
Address by J. H. Aydelott, vice-president, Operations and Maintenance Department, A.A.R.

Address by W. J. Patterson, member Interstate Commerce Commission

Address by Division Chairman A. K. Galloway, general superintendent motive power and equipment, Baltimore & Ohio

Action on minutes of annual meeting of 1949
Appointment of committees on subjects, resolutions, etc.

Unfinished business

New business

Report of General Committee

Report of nominating committee

Discussion of reports on:

Locomotive Construction:

Steam and Electric Locomotives Section

Diesel Locomotive Section

Gas-Turbine Locomotive Section

Safety Appliances

TUESDAY, JUNE 27

9:30 a.m. to 5 p.m., Chicago Daylight time

Address by railroad executive

Discussion of reports on:

Arbitration
Prices for Labor and Materials
Brakes and Brake Equipment
Geared Hand Brakes
Loading Rules
Special Committee on Lumber Loading
Specifications for Materials
Couplers and Draft Gears
Lubrication of Cars and Locomotives
Development of Hot Box Alarm Devices

WEDNESDAY JUNE 28

9:30 a.m., Chicago Daylight time, until program is completed

Discussion of reports on:

Tank Cars
Wheels
Car Construction
Election of members of General Committee and committee on nomination
Report of committee on resolutions.

Former members of the 759th Railway Operating Battalion, who saw service in the European theater during World War II, will hold their fourth annual reunion in Cincinnati, Ohio, September 29-October 1, at the Hotel Gibson. Further information may be obtained from H. W. Weiler, 1506 Missouri Pacific building, St. Louis 3, Mo.

The Department of Industrial Engineering of Columbia University, New York, will conduct a five-day conference on costs, budgeting, and economics of industrial research from June 12-16.

Gilbert L. Gifford, associate professor in the department of transportation of the University of Tennessee, has been elected as the first president of the newly organized Knoxville Traffic & Transportation Club. G. B. Stubert, traffic manager of the Aluminum Company of America; J. S. Culpepper, assistant freight traffic manager of the Southern, and M. T. Bellah, district sales manager of Capital Airlines, have been elected vice-presidents. W. H. McNeill, operations manager for Delta Air Lines, is secretary-treasurer. The club plans to affiliate with the Associated Traffic Clubs of America.

James J. Gleeson, district freight agent, Louisville & Nashville, was recently elected president of the Traffic Club of St. Louis. The board of directors includes Leonard Hall, general freight agent, Chicago, Rock Island & Pacific; Fred C. Barnes, general agent, St. Louis Southwestern; and Clarence L. Thole, commercial agent, Missouri Pacific.

The Southeast Shippers Advisory Board will hold its next meeting at the St. Charles Hotel in New Orleans on June 14-15. At the luncheon session, which will be held jointly with the Traffic Club of New Orleans, H. X. Kelly, vice-president of the Mississippi Shipping Company, will be the principal speaker.

Five librarians in the transportation field will be among the speakers at the 41st annual convention of the Special Libraries Association to be held in Atlantic City, N. J., June 12-16. Meetings of the Transportation group, to be held on June 13 and 14, will include panel discussions on library methods by Sara Price, Port of New York Authority; Hollis Piatt, Air Transport Association;

Elva Ferguson, Pennsylvania; Mrs. Jean Armstrong, Canadian Pacific; and Edith Stone, Railway Age. At a joint meeting with the Geography and Map group to be held on June 13 Spencer Miller, Jr., New Jersey state highway commissioner, will speak on Highway Planning.

W. Russell Briscoe of Knoxville, Tenn., vice-president of the insurance firm of J. E. Lutz & Co., has been appointed to the executive council of the Federation for Railway Progress. He will serve as representative of F.R.P. members in Group II, Railroad Security Holders, filling a vacancy created by the resignation of David A. Hill, Chicago investment counselor.

The Toronto Railway Club will hold its annual summer outing and dinner at the Kerby House Hotel, Brantford, Ont., on June 16, at 7 p.m.

The National Association of Railway Business Women will hold its sixth annual convention on June 23, 24 and 25, at Chalfonte-Haddon Hall, Atlantic City, N. J.

Dates for meetings of the following regional Shippers Advisory Boards have been announced, as follows: Ohio Valley, June 13-14, Indianapolis, Ind.; Trans-Missouri-Kansas, June 14-15, Wichita, Kan.; Pacific Northwest, June 21-22, Seattle, Wash.; Great Lakes, June 27-28, Detroit, Mich.; Mid-West, July 12-13, Milwaukee, Wis.; Northwest, July 26-27, Superior, Wis.; New England, September 13-15, Bretton Woods, N.H.; and Atlantic States, September 27-28, Rochester, N. Y.

The Women's Traffic Club of New York will hold its next regular meeting on June 13, at 6:30 p.m., in the Park Sheraton Hotel. In addition to installation of officers for 1950-1951, the club will celebrate its 19th birthday.

The National Travelers Aid Association has elected to its board of directors Carl L. Jellinghaus, executive vice-president, New York Central; Daniel P. Loomis, chairman, Association of Western Railways; and Paul Sippel, assistant to president, Kansas City Southern-Louisiana & Arkansas.

Meetings and Conventions

The following list gives names of secretaries, dates of next or regular meetings and places of meetings.

AIR BRAKE ASSOCIATION.—Lawrence Wilcox, Room 827, 80 E. Jackson Blvd., Chicago 4, Ill. Annual meeting, September 18-20, 1950, Hotel Sherman, Chicago, Ill.

ALLIED RAILWAY SUPPLY ASSOCIATION.—C. F. Weil, American Brake Shoe Company, 6th floor, 109 N. Wabash Ave., Chicago 2, Ill. Annual meeting, September 18-20, 1950, Hotel Sherman, Chicago, Ill.

AMERICAN ASSOCIATION OF BAGGAGE TRAFFIC MANAGERS.—E. P. Soebbing, 1450 Railway Exchange Bldg., St. Louis 1, Mo. Annual meeting, June 27-29, 1950, Hotel Nicolet, Minneapolis, Minn.

AMERICAN ASSOCIATION OF PASSENGER TRAFFIC AGENTS.—C. A. Melin, P. O. Box 5025, Cleveland 1, O. Annual meeting, October, 1950, Miami, Fla.

AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS.—B. D. Branch, C.R.R. of N. J., 143 Liberty St., New York 6, N. Y.

AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS

DENTS.—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, June 6-8, 1950, Hotel Stevens, Chicago, Ill.

AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION.—Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, September 18-20, 1950, Hotel Stevens, Chicago, Ill.

AMERICAN RAILWAY CAR INSTITUTE.—W. C. Tabbert, 19 Rector St., New York 6, N. Y.

AMERICAN RAILWAY DEVELOPMENT ASSOCIATION.—E. L. Beardsley, Denver & Rio Grande Western Denver 2, Colo.

AMERICAN RAILWAY ENGINEERING ASSOCIATION.—Works in cooperation with the Association of American Railroads, Engineering Division.—Neal D. Howard, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 13-15, 1951, Palmer House, Chicago, Ill.

AMERICAN RAILWAY MAGAZINE EDITORS' ASSOCIATION.—W. B. Grumley, Nickel Plate Road Magazine, 432 Terminal Tower, Cleveland 1, O. Annual meeting, November 2-4, 1950, Copley-Plaza Hotel, Boston, Mass.

AMERICAN SHORT LINE RAILROAD ASSOCIATION.—C. E. Huntley, 2000 Massachusetts Ave., N. W. Washington 6, D. C. Annual meeting, October 2-3, 1950, Mayo Hotel, Tulsa, Okla.

AMERICAN SOCIETY FOR TESTING MATERIALS.—R. J. Painter, Asst. Secretary, 1916 Race St., Philadelphia 3, Pa. Annual meeting and exhibit of testing apparatus and related equipment, June 26-30, 1950, Chalfonte-Haddon Hall, Atlantic City, N. J.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—C. E. Davies, 29 W. 39th St., New York 18, N. Y. Railroad Division.—E. L. Woodward, Railway Mechanical and Electrical Engineer, 79 W. Monroe St., Chicago 3, Ill. Semi-annual meeting, June 20, 1950, Hotel Statler, St. Louis, Mo.

AMERICAN WOOD-PRESERVERS' ASSOCIATION.—H. L. Dawson, 839 Seventeenth St., N. W., Washington 6, D. C.

ASSOCIATED TRAFFIC CLUBS OF AMERICA, INC.—R. A. Ellison, Cincinnati Chamber of Commerce, Federal Reserve Bank Bldg., Cincinnati 2, O. Annual meeting, October 16-18, 1950 (tentative), Hotel Commodore, New York, N. Y.

ASSOCIATION OF AMERICAN RAILROAD DINING CAR OFFICERS.—W. F. Ziervogel, 605 S. Ranken Ave., St. Louis 3, Mo. Annual meeting, September 19-21, 1950, Hotel Statler, New York, N. Y.

ASSOCIATION OF AMERICAN RAILROADS.—George M. Campbell, Transportation Bldg., Washington 6, D. C.

Operations and Maintenance Department.—J. H. Aydelott, Vice-President, Transportation Bldg., Washington 6, D. C.

Operating-Transportation Division.—L. R. Knott, 59 E. Van Buren St., Chicago 5, Ill.

Operating Section.—J. C. Caviston, 59 E. Van Buren St., Chicago 5, Ill.

Transportation Section.—H. A. Eaton, 59 E. Van Buren St., Chicago 5, Ill.

Communications Section.—A. H. Grothmann, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, October 17-19, 1950, French Lick Springs Hotel, French Lick Springs, Ind.

Fire Protection and Insurance Section.—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill. Annual

meeting, October 17-19, 1950, Sheraton Hotel, Chicago, Ill.

Freight Station Section.—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, June 7-9, 1950, Hotel Statler, St. Louis, Mo.

Medical and Surgical Section.—J. C. Caviston, 59 E. Van Buren St., Chicago 5, Ill.

Protective Section.—J. C. Caviston, 59 E. Van Buren St., Chicago 5, Ill.

Safety Section.—J. C. Caviston, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, June 22-24, 1950, Cosmopolitan Hotel, Denver, Colo.

Engineering Division.—Neal D. Howard, 59 E. Van Buren St., Chicago 5, Ill.

Construction and Maintenance Section.—Neal D. Howard, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 13-15, 1951, Palmer House, Chicago, Ill.

Electrical Section.—Neal D. Howard, 59 E. Van Buren St., Chicago 5, Ill.

Signal Section.—R. H. C. Balliet, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting September 18-20, 1950, Hotel Statler, New York N. Y.

Mechanical Division.—Fred Peronto, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, June 26-28, 1950, Congress Hotel, Chicago, Ill.

Electrical Section.—Fred Peronto, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, September 18-20, 1950, Hotel Sherman, Chicago, Ill.

Purchases and Stores Division.—W. J. Farrell (Executive Vice-Chairman), Transportation Bldg., Washington 6, D. C. Annual meeting, June 14-16, 1950, Hotel Statler, St. Louis, Mo.

Freight Claim Division.—C. C. Beauprie, 59 E. Van Buren St., Chicago 5, Ill.

Motor Transport Division.—Transportation Bldg., Washington 6, D. C.

Car Service Division.—Arthur H. Gass, Chairman, Transportation Bldg., Washington 6, D. C. Finance, Accounting, Taxation and Valuation Department.—E. H. Bunnell, Vice-President, Transportation Bldg., Washington 6, D. C.

Accounting Division.—E. R. Ford, Transportation Bldg., Washington 6, D. C. Annual meeting, July 31-August 3, 1950, Chateau Laurier, Ottawa, Ontario, Canada.

Treasury Division.—E. R. Ford, Transportation Bldg., Washington 6, D. C. Annual meeting, October 18-20, 1950, Broadmoor Hotel, Colorado Springs, Colo.

Traffic Department.—Walter J. Kelly, Vice-President, Transportation Bldg., Washington 6, D. C.

ASSOCIATION OF INTERSTATE COMMERCE COMMISSION PRACTITIONERS.—Sarah F. McDonough (Executive Secretary) 2218 I.C.C. Building, Washington 25, D. C. Annual meeting, November 9-10, 1950, Hotel Jefferson, St. Louis, Mo.

ASSOCIATION OF RAILROAD ADVERTISING MANAGERS.—R. P. Schaffer, Chicago & North Western Ry., 400 W. Madison St., Chicago 6, Ill.

ASSOCIATION OF RAILWAY CLAIM AGENTS.—F. L. Johnson, Gulf, Mobile & Ohio R. R., 104 St. Francis St., Mobile 5, Ala. Annual meeting, June 21-23, 1950, Hotel President, Kansas City, Mo.

BRIDGE AND BUILDING SUPPLY MEN'S ASSOCIATION.—E. C. Gunther Duff-Norton, Mfg. Co., 122 S. Michigan Ave., Chicago 3, Ill. Exhibit in con-

junction with meeting of American Railway Bridge & Building Association, September 18-20, 1950, The Coliseum, Chicago, Ill.

CANADIAN RAILWAY CLUB.—C. R. Crook, 4415 Marcell Ave., N. D. G., Montreal 28, Que. Regular meetings second Monday of each month, except June, July and August, Mount Royal Hotel, Montreal, Que.

CAR DEPARTMENT ASSOCIATION OF ST. LOUIS.—J. J. Sheehan, 1101 Missouri Pacific Bldg., St. Louis 3, Mo. Regular meetings, fourth Tuesday of each month, except June, July and August, Hotel DeSoto, St. Louis, Mo.

CAR DEPARTMENT OFFICERS' ASSOCIATION.—F. H. Stremmel, 6536 Oxford Ave., Chicago 31, Ill. Annual meeting, September 18-20, 1950, Hotel La Salle, Chicago, Ill.

CAR FOREMAN'S ASSOCIATION OF CHICAGO.—J. A. Dingess, 8637 South Euclid Ave., Chicago 17, Ill. Regular meetings, second Monday of each month except June, July and August, LaSalle Hotel, Chicago, Ill.

CENTRAL RAILWAY CLUB OF BUFFALO.—R. E. Mann, Hotel Statler, McKinley Square, Buffalo 5, N. Y. Regular meetings, second Thursday of each month, except June, July and August, Hotel Statler, Buffalo, N. Y.

COORDINATED RAILROAD MECHANICAL ASSOCIATIONS.—C. F. Weil, American Brake Shoe Company, 6th floor, 109 N. Wabash Ave., Chicago 2, Ill. Annual meeting, September 18-20, 1950, Hotel Sherman, Chicago, Ill.

EASTERN ASSOCIATION OF CAR SERVICE OFFICERS.—H. J. Hawthorne, Union Railroad, East Pittsburgh, Pa.

EASTERN CAR FOREMAN'S ASSOCIATION.—W. P. Dizard, 30 Church St., New York 7, N. Y. Regular meetings, second Friday of January, February (Annual Dinner), March, April, May, October and November, 29 W. 39th St., New York, N. Y.

LOCOMOTIVE MAINTENANCE OFFICERS' ASSOCIATION.—C. M. Lipscomb, 1721 Parker St., North Little Rock, Ark. Annual meeting, September 18-20, 1950, Hotel Sherman, Chicago, Ill.

MAINTENANCE OF WAY CLUB OF CHICAGO.—E. C. Patterson, 400 W. Madison St., Chicago 6, Ill. Regular meetings, fourth Monday of each month, October through April, inclusive, except December, when the third Monday, at Eitel's Restaurant, Field Bldg.

MASTER BOILER MAKERS' ASSOCIATION.—A. F. Stiglmeier, 29 Parkwood St., Albany 3, N. Y. Annual meeting, September 18-20, 1950, Hotel Sherman, Chicago, Ill.

METROPOLITAN MAINTENANCE OF WAY CLUB.—Walter L. Turner, Jr., Simmons-Boardman Publishing Corp., 30 Church St., New York 7, N. Y. Meets in February, April, October, and December.

MILITARY RAILWAY SERVICE VETERANS.—S. Thomson, 1061 W. Sheridan Road, Chicago 40, Ill.

NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS.—S. Allyson, (Acting Sec'y), 7413 New Post Office Bldg., Washington 25, D. C. Annual meeting, November 13-16, 1950, Hotel Westward Ho, Phoenix, Ariz.

NATIONAL ASSOCIATION OF SHIPPERS' ADVISORY BOARDS.—A. P. Little, Dennison Manufacturing Company, Framingham 12, Mass. Annual meeting, October 4-5, 1950, Denver, Colo.

NATIONAL DEFENSE TRANSPORTATION ASSOCIATION.—Miss Lois E. Casavant, 930 F. St., N. W. Washington 4, D. C. Annual meeting, October 16-18, 1950, Palace Hotel, San Francisco, Cal.

NATIONAL INDUSTRIAL TRAFFIC LEAGUE.—Edward F. Lacey, Suite 450, Munsey Bldg., Washington 4, D. C. Annual meeting, November 16-17, 1950, San Francisco, Calif.

NATIONAL RAILWAY APPLIANCE ASSOCIATION.—R. B. Fisher, 59 E. Van Buren St., Chicago 5, Ill.

NATIONAL SAFETY COUNCIL, RAILROAD SECTION.—J. R. Thexton, Delaware, Lackawanna & Western R.R. Co., Hoboken, N. J. Annual meeting, October 17-19, 1950, Hotel Morrison, Chicago, Ill.

NEW ENGLAND RAILROAD CLUB.—William M. McCombs, 35 Lewis Wharf, Boston 10, Mass. Regular meetings, second Tuesday of each month, except June, July, August and September, Hotel Vendome, Boston, Mass.

NEW YORK RAILROAD CLUB.—D. W. Pye, 30 Church St., New York 7, N. Y. Regular meetings, third Thursday of each month, except June, July, August, September and December, 29 W. 39th St., New York, N. Y.

NORTHWEST CARMEN'S ASSOCIATION.—G. H. Wells, Northern Pacific Railway, St. Paul 1, Minn. Regular meetings, first Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

NORTHWEST LOCOMOTIVE ASSOCIATION.—R. M. Wigfield, Northern Pacific Ry., Room 1134, C. O. Bldg., St. Paul 1, Minn. Regular meetings, third Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

PACIFIC RAILWAY CLUB.—S. E. Byler, 121 E. Sixth St., Los Angeles 14, Cal. Regular meetings, second Thursday of each alternate month at Palace Hotel, San Francisco, Cal., and Hotel Biltmore, Los Angeles, Cal.

RAILWAY BUSINESS ASSOCIATION.—P. H. Middleton, First National Bank Bldg., Chicago 3, Ill.

RAILWAY CLUB OF PITTSBURGH.—J. D. Conway,



This "Lilliputian branch"—with two miles of track, two small steam locomotives, several cars, a roundhouse, turntable, station and water tank—has been operated by the Springs Mills at Springs park, just outside Lancaster, S. C., since the textile company's standard-gauge Lancaster & Chester—"The Springmaid Line"—was fully Dieselized some years ago

308 Keenan Bldg., Pittsburgh, Pa. Regular meetings, fourth Thursday of each month, except June, July and August. Fort Pitt Hotel, Pittsburgh, Pa.

RAILWAY ELECTRIC SUPPLY MANUFACTURERS' ASSOCIATION. — J. McC. Price, Allen-Bradley Company, 445-447 N. LaSalle St., Chicago 10, Ill. Exhibit in conjunction with meetings of Coordinated Railroad Mechanical Associations and Electrical Sections of Association of American Railroads, September 18-20, 1950, Hotel Sherman, Chicago, Ill.

RAILWAY FUEL AND TRAVELING ENGINEERS' ASSOCIATION. — L. H. Peters, New York Central, Room 1213, 139 W. Van Buren St., Chicago, Ill. Annual meeting, September 18-20, 1950, Hotel Sherman, Chicago 5, Ill.

RAILWAY SUPPLY MANUFACTURERS' ASSOCIATION. — A. W. Brown, 60 E. 42nd St., New York 17, N. Y.

RAILWAY TELEGRAPH AND TELEPHONE APPLIANCE ASSOCIATION. — G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with Communications Section of A.A.R.

RAILWAY TIE ASSOCIATION. — Roy M. Edmonds, 1221 Locust St., St. Louis 3, Mo. Annual meetings, August 28-30, 1950, Brown Hotel, Louisville, Ky.

ROADMASTERS AND MAINTENANCE OF WAY ASSOCIATION. — Miss Elise La Chance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, September 18-20, 1950, Hotel Stevens, Chicago, Ill.

SIGNAL APPLIANCE ASSOCIATION. — G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with A.A.R. Signal Section.

SOUTHEASTERN DIESEL RAILWAY CLUB. — John Sims, P. O. Box 155, Buena Vista Station, Miami 37, Fla. Regular meetings, second Tuesday in February, April, June, August, October and December, 9:30 a.m., Mayflower Hotel, Jacksonville, Fla.

SOUTHERN AND SOUTHWESTERN RAILWAY CLUB. — A. T. Miller, 4 Hunter St., S. E. Atlanta, Ga. Regular meetings, third Thursday in January, March, May, July, September and November, Ansley Hotel, Atlanta, Ga.

SOUTHERN ASSOCIATION OF CAR SERVICE OFFICERS. — E. E. Humble, High Point, Thomasville & Denton R.R., High Point, N. C. Next meeting, July 26-27, 1950, Edgewater Gulf Hotel, Edgewater Park, Miss.

TORONTO RAILWAY CLUB. — D. L. Chambers, P. O. Box 8, Terminal "A", Toronto 2, Ont. Regular meetings, fourth Monday of each month, except June, July and August, Royal York Hotel, Toronto, Ont.

TRACK SUPPLY ASSOCIATION. — Lewis Thomas, Q and C Company, 59 E. Van Buren St., Chicago 5, Ill. Exhibit in conjunction with meeting of Roadmasters & Maintenance of Way Association, September 18-20, 1950, The Coliseum, Chicago, Ill.

UNITED ASSOCIATIONS OF RAILROAD VETERANS. — Roy E. Collins, 225 Bidwell Ave., Westerleigh, Staten Island 2, N. Y.

WESTERN RAILWAY CLUB. — E. E. Thulin, Suite 339, Hotel Sherman, Chicago 1, Ill. Meets scheduled for: October 23, November 20, December 16, 1950, Hotel Sherman, Chicago, Ill.

WESTERN ASSOCIATION OF RAILWAY TAX COMMISSIONERS. — A. B. Olson, 210 South Canal St., Chicago, Ill. Regular meetings, first Wednesday of each month, Traffic Club, Palmer House, Chicago, Ill. Semi-annual meeting, September 6, 1950, Lincoln Hotel, Indianapolis, Ind.

CAR SERVICE

The end of the firemen's strike on May 16 brought cancellation of commission orders issued in connection with that emergency. These included Revised King's I.C.C. Order No. 23, issued under Service Order 562 to authorize struck roads to disregard routings and reroute traffic over any available open route; and Service Order No. 850 which suspended demurrage rules and charges on coal and other carload freight held for shipment on the Great Lakes or delivery to lake vessels. Cancellation of the King order became effective at 9 a.m., May 16, while Service Order No. 850 was vacated as of 7 a.m., May 20.

I.C.C. Service Order No. 851, effective from May 29 until August 31 unless otherwise modified, authorizes railroads

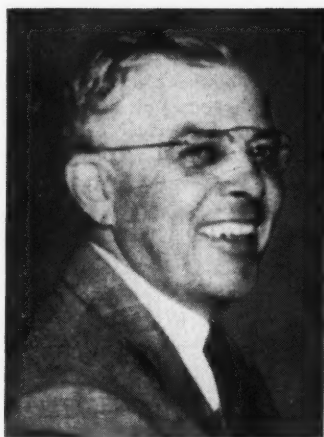
serving Oregon, California and Arizona to furnish not more than three S.F.R.D. or P.F.E. refrigerator cars in lieu of one box car for the transportation of freight between origins and destinations in those states. The S.F.R.D. and P.F.E. cars covered by the order are only those not suitable for transporting commodities requiring protective service.

I.C.C. Service Order No. 852, effective from May 27 until June 15 unless otherwise modified, directs railroads serving California to assist the Railway Express Agency in handling shipments of strawberries and raspberries from points in that state to Oregon and Washington. Upon certification by M. M. Frank, R.E.A. general superintendent of transportation at San Francisco, that the agency is unable to furnish express refrigerator cars for the movement, the railroads are required to furnish so-called giant refrigerator cars and transport the strawberries and raspberries in freight service.

I.C.C. Service Order No. 848 has been modified by Amendment No. 1 which set back the expiration date from May 31 to August 31. The order permits use of S.F.R.D. and P.F.E. refrigerator cars (not suitable for commodities requiring protective service) for shipments of cotton from California and other nearby territory to points on the Atchison, Topeka & Santa Fe, Southern Pacific, Union Pacific, and Texas & New Orleans.

SUPPLY TRADE

Harold B. Ressler, formerly vice-president and general manager of sales of Joseph T. Ryerson & Son, has been elected first vice-president; C. L. Hardy, formerly assistant vice-president, has been appointed assistant to the president; and



Harold B. Ressler

Thomas Z. Hayward, formerly assistant general manager of sales, has been appointed general manager of sales.

Mr. Ressler served as manager of the

St. Louis, Mo., plant for a number of years, and also as plant manager at New York, with supervision over Ryerson plants at Boston, Mass., Philadelphia, Pa., and Buffalo, N. Y. He has held the positions of vice-president and general manager of sales since 1932, with headquarters at Chicago since 1944.

Mr. Hardy joined Ryerson's Boston plant in 1927, working successively in



C. L. Hardy

plant operations, inside sales, and sales representative in Boston and New England. He was appointed manager of the Philadelphia plant in 1949, later transferring to the Chicago plant as assistant vice-president, in which capacity he served as an executive in procurement and sale of certain products.

Mr. Hayward joined the sales depart-



Thomas Z. Hayward

ment of Ryerson in 1917 and for a number of years was sales representative in Chicago. In 1936 he was appointed assistant sales manager of the Chicago plant and in 1938 manager of the tubular products division. He was appointed assistant general manager of sales in 1944.

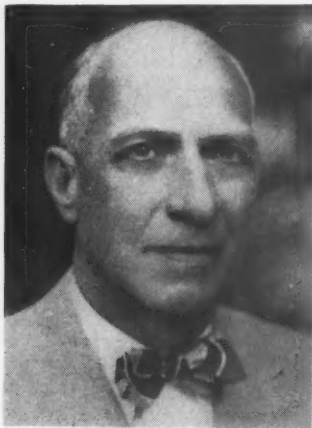
George S. Case, Jr. has been elected president of the Lamson & Sessions Co.; Robert G. Patterson, vice-president and general sales manager; Alexander M. Smith, vice-president in charge of manu-

facturing; **Harold J. McMahon**, vice-president in charge of operations; and **H. H. Winterberg**, secretary and treasurer. **R. H. Smith**, formerly president, has been elected chairman of the board and **George S. Case**, formerly board chairman, has been elected chairman of the executive committee.



George S. Case, Jr.

George S. Case, Jr. joined Lamson & Sessions in 1930. After managing plant operations in Chicago and Birmingham, Ala., he returned to Cleveland, Ohio, in 1940 as assistant to the president. He later was elected treasurer and in 1948 vice-president and treasurer. During



Robert G. Patterson

1945 and 1946 he was on leave of absence for service in the U. S. Navy.

Mr. Patterson joined the company in 1935 to organize the automotive replacements division. He was appointed merchandising manager and, later, general sales manager. He was elected a director in 1945 and appointed vice-president and general sales manager in 1948. Mr. Patterson also operates the Piston Service Company of Indianapolis, Ind.

As announced in *Railway Age* of May 20, **Norman W. Seip** has been appointed sales manager, parts division, of the **General Electric Company's** locomotive and car equipment divisions at Erie, Pa. Mr. Seip was born in Chicago and was graduated from the University of Illinois. He entered the test course of

G. E. in August, 1940, and in October, 1944, transferred to the transportation division. In July, 1945, he moved to the



Norman W. Seip

St. Louis, Mo., office, where he was transportation sales engineer at the time of his recent appointment.

R. P. Eninger, formerly domestic sales manager of the **Wayne Pump Company**, has been appointed manager of the air compressor division. Mr. Eninger started



R. P. Eninger

in the air compressor field in 1930 with laboratory product testing and design, and has continued in various sales capacities for the last 12 years. In 1945 he was appointed manager of foreign sales and in 1948 domestic sales manager.

EQUIPMENT AND SUPPLIES

FREIGHT CARS

The **Akron, Canton & Youngstown** is inquiring for 150 50-ton box cars.

The **New York Central** has completed arrangements for leasing from the **Equitable Life Assurance Society** the 1,500 55-ton, 40½-ft. steel box cars ordered earlier this year from the **Pullman-Stan-**

dard Car Manufacturing Company (see *Railway Age* of February 18, page 72). When announcing that **Pullman-Standard** had arranged to build the first cars **Equitable** would lease to a railroad (the **Atlantic Coast Line**), under the insurance firm's new financing plan, **Champ Carry**, president of **Pullman, Inc.**, parent company of **Pullman-Standard**, said negotiations for similar financing were underway between the **Central and Equitable**, as reported in *Railway Age* of April 8, page 60.

The **Southern** is inquiring for 250 70-ton steel covered hopper cars.

LOCOMOTIVES

Equitable Life Would Buy, Lease Diesel Locomotives

The **Equitable Life Assurance Society** announced this week extension of its freight-car-leasing plan to include Diesel-electric locomotives. Several railroads and locomotive manufacturers have expressed interest in this development of the original plan, **Thomas I. Parkinson**, president of **Equitable**, said, and contracts are in various stages of discussion.

The **Chicago, Rock Island & Pacific** has ordered 20 Diesel-electric locomotive units. The **Electro-Motive Division** of **General Motors Corporation** will build 12 1,500-hp. road-switching, one 2,250-hp. passenger and three 800-hp. switching units; the **Lima-Hamilton Corporation** will construct two 800-hp. switching units and the **Davenport-Besler Corporation** two 1,000-hp. switching units. Authorization to purchase 20 locomotive units was reported in *Railway Age* of March 18, page 89.

The **Gulf, Mobile & Ohio** has ordered 12 Diesel-electric locomotive units costing an estimated \$1,690,000. Four 1,600-hp. "B" and four 1,600-hp. road-switching units will be built by the **American Locomotive-General Electric Companies**, and four 1,500-hp. "B" units by the **Electro-Motive Division** of the **General Motors Corporation**. Authorization to purchase this equipment was reported in *Railway Age* of May 6, page 59.

The **Nashville, Chattanooga & St. Louis** has ordered 43 Diesel-electric locomotive units from the **Electro-Motive Division** of **General Motors Corporation**. Included are 16 1,500-hp. road, 17 1,500-hp. road-switching and 10 1,200-hp. switching units. Authorization to purchase this equipment, plus four special switching units, was reported in *Railway Age* of May 6, page 59.

The **Texas & Pacific** has ordered 23 Diesel-electric locomotive units, costing an estimated \$3,500,000, from the **Electro-Motive Division** of **General Motors Corporation**. Included in the order are 19 1,500-hp. freight and four 1,200-hp. switching units. Authorization to purchase this equipment, scheduled for delivery next month, was reported in *Railway Age* of April 1, page 67.

Locomotives

Date	Purchaser	No.	Type	Builder
May 6	N.Y.C. & St. L.	4	1,200-hp. switch.	Lima-Hamilton
		3	1,200-hp. switch.	Electro-Motive
		2	1,000-hp. switch.	American-G.E.
		1	660-hp. switch.	American-G.E.
May 6	N.Y.N.H. & H.	20	1,600-hp. rd.-switch.	American-G.E.
		10	1,600-hp. rd.-switch.	Fairbanks, Morse
		10	1,200-hp. switch.	Lima-Hamilton
May 6	Wabash	1	3-unit 4,500-hp. frt.	Electro-Motive
		15	2-unit 3,000-hp. frt.	Electro-Motive
		3	1,500-hp. rd.-switch.	Electro-Motive
		8	1,200-hp. switch.	Electro-Motive
		2	800-hp. switch.	Electro-Motive
		10	2-unit 3,000-hp. frt.	G.M. Diesel, Ltd.
		1	1,500-hp. rd.-switch.	G.M. Diesel, Ltd.
		3	800-hp. switch.	G.M. Diesel, Ltd.
		7	1,200-hp. switch.	Lima-Hamilton
May 13	B. & L.E.	5	1,500-hp. rd.-switch.	Baldwin
May 13	C. of Ga.	2	2,000-hp. pass.	Electro-Motive
		2	1,500-hp. switch.	Electro-Motive
		3	1,500-hp. switch.	American-G.E.
May 13	C. & O.	5	1,200-hp. switch.	G.M. Diesel, Ltd.
		16	1,500-hp. rd.-switch.	G.M. Diesel, Ltd.
May 13	Me. C.	8	1,500-hp. rd.-switch.	Electro-Motive
		3	1,200-hp. switch.	Electro-Motive
		2	1,000-hp. switch.	American-G.E.
May 27	B. & O.	34	1,500-hp. frt.	Electro-Motive
May 27	B. & L.E.	14	1,500-hp. road	Electro-Motive
May 27	B. & M.	4	1,500-hp. frt.	Electro-Motive
		8	1,500-hp. rd.-switch.	Electro-Motive
		8	1,000-hp. switch.	American-G.E.
		4	600-hp. switch.	American-G.E.

Passenger Cars

May 6	N.Y.C.	1	Rail Diesel Car	Budd
May 27	Pennsylvania-Reading Seashore Lines	6	Rail Diesel Car	Budd

Freight Cars

May 6	Equitable Life Assurance Society	500*	50-ton Box	Pullman-Standard
May 13	Bangor & Aroostook	300	Paper and insulated heater	Magor
May 20	Equitable Life Assurance Society	3,000#	70-ton Gondola	Pullman-Standard
		2,000#	70-ton Gondola	Bethlehem Steel
		2,000#	50-ton Box	Pressed Steel
		1,500#	50-ton Box	American Car & Fdy
		1,000#	50-ton Box	General American
		500#	50-ton Box	Greenville
May 27	Equitable Life Assurance Society	200†	50-ton Box	Pullman-Standard
May 27	General American	100	50-ton "D-F" Box	Gen. American-Evans

*To be leased to the Delaware & Hudson.

#To be leased to the Pennsylvania.

†To be leased to the Green Bay & Western.

Domestic Equipment Orders Reported in May

Domestic orders for 245 Diesel-electric locomotive units, 7 rail Diesel cars and 11,100 freight cars were reported in *Railway Age* in May. Estimated total cost of the locomotive units is \$35,200,000, of the freight cars \$55,900,000 and of the rail Diesel cars \$935,000. An accompanying table lists the orders in detail.

During the first five months of 1950, *Railway Age* has reported domestic orders for 944 Diesel-electric locomotive units costing about \$134,961,000; 37,663 freight-train cars costing approximately \$194,765,000 and 13 rail Diesel cars costing about \$1,735,300.

FINANCIAL

Central of New Jersey.—Reorganization Expenses.—Division 4 of the I.C.C. has fixed \$196,383.03 as the maximum amount that may be paid to various parties of interest in this road's reorganization for

the period July 15, 1948, to October 1, 1949. Claims for expenses and services rendered totaled \$287,483.03, but the commission denied several in whole or in part.

Chesapeake & Ohio.—Dividend.—The C.&O.'s board of directors has declared a dividend of 50 cents a share on the common stock, payable June 20 to stockholders of record June 1. This will be the first dividend paid by the road since the directors on November 29, 1949, changed payment dates of dividends on common stock so that such payments will be made during the year in which they are earned and declared. (See *Railway Age* of December 3, 1949, page 68.) The previous payment was 75 cents on October 1, 1949.

Florida East Coast.—Reorganization.—Acting in compliance with an order of the U. S. District Court for the Southern District of Florida, the I.C.C. has reopened this road's reorganization case, and will hold further hearing in the proceeding. The commission's action followed a refusal by the U. S. Supreme Court to review the district court's action which set aside the reorganization plan previously approved by the com-

mission. That plan, among other provisions, contemplated a merger of the F.E.C. with the Atlantic Coast Line, and it was appealed to the court by F.E.C. bondholders, principally the St. Joe Paper Company, which is controlled by the E. I. du Pont estate.

New York, New Haven & Hartford.—Purchase of B. & P. Debentures.—Eugene Havas, Washington, D.C., has been permitted by the I.C.C. to intervene in this proceeding, wherein the New Haven is seeking authority to purchase for \$3,250,000 a claim against the Boston & Providence estate based upon \$2,170,000 of matured 5 per cent debentures (see *Railway Age* of April 8, page 63). Mr. Havas, who owns 723 shares of New Haven preferred and \$50,000 of New Haven 4½ per cent income bonds, is opposing the purchase. In his petition for authority to intervene Mr. Havas said that the claim of the debentures "is only one of the many complex issues" in the B. & P. situation, now pending before the I.C.C., and the debentures should be dealt with as an integral part of a comprehensive plan of reorganization of the B. & P.

New York, Susquehanna & Western-Pennsylvania.—Construction of Viaduct.—The I.C.C., which earlier authorized the Erie to intervene in this case, has now withdrawn that authorization, following withdrawal of the Erie's request to be made a party to the proceedings. The case is one in which the N.Y.S. & W. and the P.R.R. are seeking authority to construct an interchange track via the so-called Croxton viaduct in Jersey City, N.J. At present, interchange between the P.R.R. and the Susquehanna in Jersey City moves through the Erie's Croxton yard, and construction of the viaduct trackage would bypass this handling by the Erie. (See *Railway Age* of April 1, page 71, and March 11, page 105.)

Tennessee Central.—R.F.C. Loans.—The I.C.C. has modified its March 17 order in which it authorized this road to issue to the Reconstruction Finance Corporation a 10-year promissory note not to exceed \$5,607,300 to evidence extension of unpaid loans and interest. The present report indicates the actual loan to the road amounted to \$5,606,000, and the effect of the modification is to fix a maturity date of October 1, 1957, on \$267,897.66 of the extended loan. The balance of the loan will continue to bear a maturity date of April 1, 1960. (See *Railway Age* of March 18, page 90.)

New Securities

Applications have been filed with the I. C. C. by:

Missouri Pacific.—To assume liability for \$4,125,000 of series 00 equipment trust certificates to finance in part 30 Diesel-electric locomotive units costing an estimated \$5,175,553. The certificates would be dated June 1, would mature in 15 annual installments of \$275,000

each, beginning June 1, 1951, and would be sold on competitive bids, with the interest rate set by such bids. The application listed equipment to be acquired as follows:

Description and Builder	Estimated Unit Cost
4 2,250-hp. passenger locomotives (Electro-Motive Division, General Motors Corporation)	\$230,756
5 1,500-hp. freight-passenger-switching locomotives (Electro-Motive) ..	157,313
14 1,500-hp. freight-switching locomotives (Electro-Motive)	147,514
5 1,200-hp. switching locomotives (Electro-Motive)	98,692
2 4,800-hp. freight locomotives (American Locomotive Company) ..	453,653

New York Central.—To assume liability for \$11,100,000 of equipment trust certificates, to finance in part 73 Diesel-electric locomotive units and other equipment costing an estimated total of \$14,223,560. The certificates, to be dated June 15, would mature in 15 annual installments of \$740,000 each, beginning June 15, 1951. They would be sold by competitive bids. The application listed the locomotives and equipment as follows:

Description and Builder	Estimated Unit Cost
16 1,200-hp. switching locomotives (Lima-Hamilton Corporation) ...	\$124,350
8 1,500-hp. road-switching locomotives (Electro-Motive Division, General Motors Corporation) ..	144,945
4 1,500-hp. road-switching locomotives (Electro-Motive)	154,975
10 1,200-hp. switching locomotives (Fairbanks, Morse & Co.)	106,500
30 600-hp. switching locomotives (American Locomotive Company) ..	76,880

Description and Builder	Estimated Unit Cost
5 600-hp. switching locomotives (Electro-Motive)	76,560
500 55-ton steel box cars (Despatch Shops, Inc.)	5,489
38 Electric multiple-unit passenger coaches (St. Louis Car Company) ..	104,100

Pennsylvania - Pennsylvania Company.—The former to issue \$60,000,000 of series H general mortgage 4½ per cent bonds, all or a part of which will be sold to the latter, a subsidiary of the P.R.R. at the same time, the latter seeks authority to issue and sell \$60,000,000 of its own collateral trust serial bonds. From the sale of these serial bonds the Pennsylvania Company will apply \$16,000,000 toward the purchase of 200,000 shares of Detroit, Toledo & Ironton stock at \$105.50 per share. The balance, \$44,000,000, will be used to purchase that amount of the P.R.R. series H general mortgage bonds. Acquisition of the D.T.&I. stock by the Pennsylvania Company was authorized by the I.C.C. on May 2.

The Pennsylvania Company serial bonds would be dated May 1. They would mature in 25 annual installments of \$2,400,000 each, beginning May 1, 1951. They would be sold by competitive bids with the interest rate to be set by such bids. This company's application at the I.C.C. noted that if the commission authorizes the present issue insofar as it applies to the \$16,000,000 for the D.T.&I. stock, the company will withdraw an earlier application in which

it sought authority to issue this amount of collateral trust sinking fund bonds.

The P.R.R. series H bonds, to be secured by that road's general mortgage, would be dated April 1, 1950, and would mature April 1, 1986. "Since it is not now proposed to make a sale of the series H bonds to a purchaser not wholly owned by applicant," the P.R.R. has requested the I.C.C. to exempt the issue from competitive bidding requirements.

Proceeds from sale of the series H bonds to the Pennsylvania Company would be used by the P.R.R. to help pay off the latter's 15-year convertible debenture 34 per cent bonds which mature April 1, 1952, and which are outstanding in the amount of \$52,667,800. The P.R.R. application said the road's maturities in 1951-52, including these debentures, total \$131,166,000. This amount also includes equipment trust obligations and sinking fund requirements.

Wobash.—To assume liability for \$5,220,000 of series C equipment trust certificates, the first installment of a proposed \$8,535,000 issue. The entire issue would be used to finance in part 70 Diesel-electric locomotive units and other equipment, costing an estimated \$10,669,105. That part of the equipment to be used in the United States would be purchased from Electro-Motive Division, General Motors Corporation, while that to be used on the road's Buffalo division in Canada would be purchased from General

ANNUAL REPORTS

		Revenues	Expenses	Fixed Charges	Net Income	Current Assets*	Current Liabilities*	Long Term Debt*
Atlantic Coast Line Railroad	1949	\$122,992,355	\$104,217,280					
	1948	136,336,690	118,287,514	\$4,273,071	\$7,743,391	\$40,611,276	\$20,801,724	\$116,642,567
Belt of Chicago	1949	11,210,200	7,715,833	1,617,993	186,408	4,099,434	2,604,576	Nil
	1948	11,837,830	7,757,825	1,618,359	186,824	4,412,952	2,767,424	Nil
Central of Georgia	1949	34,866,066	31,729,909	589,107	582,386d	9,074,716	5,216,874	29,837,331
	1948	37,805,609	32,878,687	2,921,053	1,021,030d	10,450,272	5,665,062	29,733,283
Chicago & North Western System	1949	204,921,772	184,285,053	2,814,278	633,913	56,718,308	38,794,399	186,647,279
	1948	229,258,716	193,785,984	2,550,480	7,859,815	70,419,696	51,595,520	183,564,885
Chicago Great Western	1949	32,291,331	24,335,602	725,000	1,879,160	9,073,479	6,658,521	25,205,431
	1948	35,689,758	26,293,508	701,581	2,882,080	8,128,526	7,395,058	17,777,309
Chicago, Milwaukee, St. Paul & Pacific	1949	238,021,260	202,111,827	4,176,475	4,476,982	88,994,036	44,841,490	228,859,615
	1948	254,982,710	210,276,587	3,854,154	8,129,490	101,985,768	53,302,335	225,474,283
Delaware & Hudson	1949	49,697,987	41,450,396	1,850,918	2,326,184	15,300,998	5,805,510	88,209,470
	1948	60,179,755	46,514,339	1,798,384	5,136,801	19,142,153	10,250,510	85,734,829
Delaware, Lackawanna & Western	1949	80,476,507	64,985,728	4,912,486	2,224,209	19,887,987	11,260,923	134,843,800
	1948	91,426,345	68,844,763	5,034,888	6,256,234	25,185,970	12,523,320	133,627,493
Denver & Rio Grande Western	1949	65,689,065	50,539,060	2,338,827	3,854,038	36,802,361	13,862,530	92,880,390
	1948	68,501,024	48,413,764	2,116,723	7,011,858	38,050,662	23,439,931	86,754,982
Duluth, Missabe & Iron Range	1949	38,903,717	26,437,227	544,090	5,076,497	12,252,553	12,495,914	16,508,000
	1948	46,602,055	26,953,228	415,850	9,782,464	20,299,183	15,707,349	18,110,000
Great Northern	1949	212,267,229	161,951,808	7,692,719	18,701,616	76,503,825	39,532,752	255,270,884
	1948	216,342,083	162,162,548	7,520,272	27,567,388	90,614,972	48,533,962	248,352,115
Kansas City Southern#	1949	58,503,248	33,794,825	2,658,555	10,070,036	30,529,714	19,552,339	70,999,705
	1948	62,094,990	34,199,449	2,514,576	11,611,531	31,329,239	21,301,535	70,782,789
Minneapolis & St. Louis	1949	18,865,047	15,394,287	169,895	1,305,788	4,691,040	4,026,148	6,527,001
	1948	20,286,684	15,382,025	190,585	2,216,636	5,355,729	4,100,592	6,957,110
New York Central	1949	697,304,399	597,038,307	42,675,899	9,727,816	168,473,142	107,850,715	625,806,480
	1948	779,860,755	667,342,966	42,573,259	14,727,096	188,193,906	189,777,583	589,947,760
Pittsburgh & West Virginia	1949	7,300,202	5,836,834	506,811	581,205	2,296,905	1,561,591	12,613,572
	1948	8,800,480	5,830,444	452,652	1,476,535	3,862,284	2,319,072	11,255,397
Union Pacific	1949	398,823,082	317,922,665	5,766,477	49,589,726	181,139,385	85,071,316	225,991,778
	1948	437,583,131	321,403,215	5,946,176	67,289,592	208,499,854	108,946,477	237,508,750
Western Maryland	1949	38,936,544	27,749,002	2,797,271	4,044,777	15,889,764	8,807,219	61,592,865
	1948	44,855,043	30,865,789	2,733,071	6,104,076	19,943,439	10,781,219	66,373,865

#Combined with the Louisiana & Arkansas.

*On December 31.

d Deficit.

Motors Diesel, Ltd., Montreal, Que. The application listed the equipment as follows:

For use in the United States	Description	Estimated Unit Cost
1	4,500-hp. freight locomotive, consisting of two "A" units and one "B" unit	\$453,102
15	3,000-hp. freight locomotives, consisting of two "A" units each	311,349
1	1,500-hp. road-switching locomotive	140,128
2	1,500-hp. road-switching locomotives	138,928
8	1,200-hp. switching locomotives	98,289
2	800-hp. switching locomotives	87,862
2	4-wheel trucks complete with motor for 1,500-hp. units	20,000
For use on Buffalo division in Canada		
10	3,000-hp. freight locomotives, consisting of two "A" units each	363,082
1	1,500-hp. road-switching locomotive	162,350
3	800-hp. switching locomotives	102,151
2	4-wheel trucks complete with motor for 1,500-hp. units	28,059

The series C certificates, to be dated June 1, would mature in 15 annual installments of \$569,000 each, beginning June 1, 1951. They would be sold on competitive bids, with the interest rate set by such bids.

Division 4 of the I.C.C. has authorized:

Chicago, Milwaukee, St. Paul & Pacific.—To assume liability for \$4,650,000 of series LL equipment trust certificates to finance in part 13 Diesel-electric locomotives costing an estimated \$6,269,805. (See *Railway Age* of May 6, page 62). The certificates, to be dated June 1, will mature in 30 semiannual installments of \$155,000 each, beginning December 1, 1950. The commission's report approved a selling price for the issue of 99.518 with interest at 2½ per cent—the bid of Salomon Bros. & Hutzler and 3 associates—which will make the average annual cost of the proceeds approximately 2.32 per cent. The certificates were reoffered to the public at prices yielding from 1.4 to 2.525 per cent, according to maturity.

Chicago, Rock Island & Pacific.—To assume liability for \$3,630,000 of series G equipment trust certificates to finance in part the acquisition of 1,000 box cars from the American Car & Foundry Co. at an estimated total cost of \$4,874,000 (see *Railway Age* of April 15, page 73). The certificates, dated June 1, will mature in 30 semi-annual installments of \$121,000 each, beginning December 1. The commission's report approved a selling price of 99.427 with a 2½ per cent interest rate—the bid of Salomon Bros. & Hutzler—which will make the average annual cost of the proceeds approximately 2.21 per cent. The certificates were reoffered to the public at prices yielding from 1.3 to 2.45 per cent, according to maturity.

Denver & Rio Grande Western.—To assume liability for \$2,790,000 of series P equipment trust certificates to finance in part the acquisition of 9 Diesel-electric locomotives from Electro-Motive Division, General Motors Corporation, at an estimated total cost of \$3,749,449 (see *Railway Age* of April 29, page 78). The certificates, dated June 1, will mature in 30 semi-annual installments of \$93,000 each, beginning December 1. The commission's report approved a selling price of 99.7019 with a 2½ per cent interest rate—the bid of Halsey Stuart & Co. and six associates—which will make the average annual cost of the proceeds approximately 2.42 per cent. The certificates were reoffered to the

public at prices yielding from 1.35 to 2.625 per cent, according to maturity.

Seaboard Air Line.—To issue and sell \$30,000,000 of 3 per cent first mortgage bonds, series B. The proceeds, plus other cash from the company treasury, will be used to redeem the road's first mortgage 4 per cent bonds, series A, which are outstanding in the amount of \$31,534,500. (See *Railway Age* of April 29, page 78).

The series B bonds will be issued in coupon and registered form, the former to be dated May 1 and the latter to be dated as of the last interest date preceding the date of authentication. They will mature May 1, 1980.

The commission's report approved a selling price of 98.5799 with interest at 3 per cent—the bid of Halsey, Stuart & Co. and 58 associates—which will make the average annual cost approximately 3.07 per cent. The bonds were reoffered to the public at 99%.

Texas & Pacific.—To assume liability for \$2,400,000 of series H equipment trust certificates to finance in part 11 Diesel-electric locomotives to be purchased from Electro-Motive Division, General Motors Corporation. The new locomotives, costing approximately \$3,300,473 (see *Railway Age* of May 6, page 63), will completely Dieselize all T.&P. operations between Big Spring, Tex., and El Paso. The certificates, to be dated June 1, will mature in 10 annual installments of \$240,000 each, beginning June 1, 1951. Successful bid for the issue was made by Salomon Bros. & Hutzler and three associates, who bid 99.555 with interest at 1½ per cent, making the average annual cost of the proceeds approximately 1.97 per cent. The certificates were reoffered to the public at prices yielding from 1.35 to 2.15 per cent, according to maturity.

Investment House Publications

[The surveys listed herein are, for the most part, prepared by financial houses for the information of their customers. Knowing that many such surveys contain valuable information, *Railway Age* lists them as a service to its readers, but assumes no responsibility for facts or opinions which they may contain bearing upon the attractiveness of specific securities.]

Analysts Journal, second quarter, 1950. Published by New York Society of Security Analysts. Single copies, \$1.25. Available from Kahlman Linker, 74 Broad st., New York 4.

Railroad Forum [conducted at the] third annual convention of the National Federation of Financial Analysts Societies.

Baker, Weeks & Harden, One Wall st., New York 5.

New Sources of Demand for Investment Stocks (including a discussion of stocks for pension fund investment). May 5.

Railroad Notes. Central of Georgia. May 8.

Dreyfus & Co., 50 Broadway, New York 4.

Pressed Steel Car Company, May 22.

H. Hentz & Co. 60 Beaver st., New York 4.

Private Capital Investment and the Nation's Economy. May 1.

Smith, Barney & Co., 14 Wall st., New York 5.

Railroad Bond Exchange Suggestion. Railroad Bulletin No. 47, May 5.

Railroad Stock Exchange. Railroad Bulletin No. 46, April 20.

Vilas & Hickey, 49 Wall st., New York 5.

Buffalo, Richester & Pittsburgh Railway Co. Consolidated 4½'s, 1957. May 19.

Chicago & Eastern Illinois Railroad Co. General Mortgage Income 5's, 1997. May 8.

Northern Pacific Railway. General 3's, 2047. May 5.

Jas. H. Oliphant & Co., 61 Broadway, New York 6.

Common Stocks for Trust Funds. Oliphant's Studies in Securities, No. 229, May.

Dividends Declared

Atchison, Topeka & Santa Fe.—5% non-cumulative preferred, \$2.50, semiannual, payable August 1 to holders of record June 30.

Chicago, Burlington & Quincy.—\$3, payable June 28 to holders of record June 13.

Chicago South Shore & South Bend.—25¢, quarterly, payable June 15 to holders of record June 5.

Cincinnati, New Orleans & Texas Pacific.—\$4, payable June 24 to holders of record June 8.

Clearfield & Mahoning.—\$1.50, semiannual, payable July 1 and January 1, 1951, to holders of record June 20 and December 20.

Detroit, Hillsdale & South Western.—\$2, semiannual, payable July 5 to holders of record June 20.

Erie.—50¢, payable June 19 to holders of record May 29.

Kansas City Southern.—common, \$1, payable June 15 to holders of record May 31; 4% preferred, \$1, quarterly, payable July 15 to holders of record June 30.

Mobile & Birmingham.—4% preferred, \$2, semiannual, payable July 1 to holders of record June 1.

New York & Harlem.—\$2.50, semiannual, payable July 1 to holders of record June 9.

Pittsburgh, Fort Wayne & Chicago.—common, \$1.75; 7% preferred, \$1.75; both quarterly, payable July 1 and July 5 to holders of record June 9.

Reading.—4% 2nd preferred, 50¢, quarterly, payable July 13 to holders of record June 22.

St. Louis-San Francisco.—(irregular), 50¢, payable June 15 to holders of record June 5.

Union Pacific.—\$1.25, quarterly, payable July 1 to holders of record June 5.

Wheeling & Lake Erie.—common, \$1.43, payable August 1 to holders of record July 21.

Average Prices Stocks & Bonds

	May 29	Last week	Last year
Average price of 20 representative railway stocks	42.28	42.79	37.58
Average price of 20 representative railway bonds	91.18	91.44	84.75

RAILWAY OFFICERS

EXECUTIVE

R. L. Simpson, general manager of the Minneapolis, St. Paul & Sault Ste. Marie, at Minneapolis, Minn., has been elected vice-president and general manager at that point.

Walter W. Kremer, general traffic manager of the Minneapolis, St. Paul & Sault Ste. Marie at Minneapolis, Minn., has been elected vice-president—traffic, a new position, at that point.

T. L. Peeler, Jr., assistant to the president, Missouri-Kansas-Texas Lines, at Houston, Tex., has been transferred in that capacity to St. Louis, Mo., succeeding the late **Carey Hosmer**, whose death was reported in the *Railway Age* of

April 22. Promoted to succeed Mr. Peeler at Houston is **C. Haile**, eastern traffic manager, with headquarters at New York. Mr. Haile was born on July 12, 1888, at Staunton, Va., and was graduated from the University of Virginia in 1908. In September of that year he began his career with the Katy in the local freight office at Oklahoma City, Okla. The following year he left the Katy to serve successively until 1911 with the Southwestern Tariff Bureau at St. Louis, with the Erie, and with the Texas Port-



C. Haile

land Cement Company at Dallas, Tex. Subsequently Mr. Haile returned to the Katy as traveling freight agent at Wichita Falls, Tex., and later held various clerical posts until 1918, when he joined A. L. Wolff & Co. (cotton factors), at New York, as traffic manager. He served as traffic manager and department sales manager for the W. B. Bayless Company, Memphis, Tenn., from 1920 to 1929, at which time he was made general freight agent for the Katy at Kansas City, Mo. In 1931 he was transferred to St. Louis, and the following year was advanced to executive general agent at Houston. He was appointed eastern traffic manager at New York in 1935.

E. C. Nagels has been elected president of the Chicago, Aurora & Elgin. Mr. Nagels was formerly president of Nagels Motor Company and Nagels Oil Company.

William B. Hill has been appointed vice-president in charge of traffic of the Bangor & Aroostook at Bangor, Me. Mr. Hill was born at Redding, Conn., and received his secondary education in Gorham and at Yarmouth Academy. Upon receiving his bachelor of science degree in forest engineering from the University of Maine in 1915, he went to work for the Great Northern Paper Company as a forest engineer. In 1916 and 1917 he was employed by the Eastern Manufacturing Company, becoming a civilian inspector of airplane production for the U. S. Army during World War I. Mr. Hill was a forest engineer for the Eastern Manufacturing Company from 1918 to 1920, occupying a similar position with the American

Thread Company in Milo, Me., from 1920 to 1924. He entered railroad service in 1925 as industrial agent of the Bangor & Aroostook, becoming assistant general freight agent in 1929; general freight agent in 1931, and freight traffic manager in 1945. Mr. Hill held the latter position until his recent appointment, which was announced in the *Railway Age* of May 13.

Sidney S. Alderman, general counsel of the Southern at Washington, D. C., has been elected vice-president and general counsel. Mr. Alderman, a native of Greensboro, N. C., was graduated from Trinity College (now Duke University) in 1913. He attended Trinity College Law School and later studied at the Sorbonne in Paris, France. Returning to Greensboro in 1919, after service as a captain of infantry in World War I, he engaged in the general practice of law. In 1925 Mr. Alderman was appointed assistant division counsel of the Southern at Greensboro and the following year was promoted to division counsel. He was appointed general solicitor at Washington, D. C., in 1930 and promoted to general counsel in



Sidney S. Alderman

January, 1947. Mr. Alderman has handled many important cases for the Southern and for the railroad industry in the U. S. Supreme Court, in other federal and state courts, and before Presidential emergency boards. While on leave from the Southern in 1945-1946, Mr. Alderman participated in prosecution of Nazi war criminals at Nuremberg, Germany, as special assistant to the Attorney General and assistant to Justice Robert H. Jackson. The French government in 1948 awarded him the rank of Chevalier of the Legion of Honor in recognition of his efforts in behalf of French relief and furtherance of cordial relations between the French and American governments. He is a trustee of Duke University.

FINANCIAL, LEGAL & ACCOUNTING

D. A. Edwards has been appointed assistant budget director of the Chesapeake & Ohio at Cleveland, Ohio. Concurrent with this appointment, functions and personnel of the offices of statistical

control and of budget director have been merged into the latter office.

John A. Wood, assistant comptroller of the Chicago & North Western, has been appointed also assistant comptroller of the Chicago, St. Paul, Minneapolis & Omaha, with headquarters remaining at Chicago.

Roland M. Rice has resigned as assistant general counsel of the Association of American Railroads to enter private practice in transportation law in Washington, D. C. Born in Maryland in 1903, Mr. Rice received his bachelor's degree at American University and his law degree at George Washington University. He also did post-graduate work at American and at Johns Hopkins University, after which he entered a law and insurance office in Bethesda, Md. He was later affiliated with the trucking industry's code authority, under the National Industrial Recovery Administration, and subsequently served for more than 12 years as attorney, assistant general counsel and general counsel of the American Trucking Associations. He joined the legal staff of the A.A.R. in November, 1947. Mr. Rice is president of the Interstate Commerce Commission Practitioners Association.

James F. Riley, assistant auditor of disbursements of the Boston & Maine, the Maine Central and the Portland Terminal, has been appointed auditor disbursements, with headquarters as before at Boston, Mass., succeeding **George T. McElroy**, who retired on June 1, after 41 years of service.

F. G. Teague, chief traveling auditor of the Canadian Pacific, at Montreal, Que., has been appointed general accountant, with headquarters at Winnipeg, Man., to succeed **Sym Moore**, retired after 43 years service.

OPERATING

Frederick L. Dennis, general superintendent of the Illinois Terminal, at St. Louis, Mo., has been promoted to general manager in charge of operations and maintenance at that point. **Harry H. Smith**, assistant to general superintendent (car service) at St. Louis, has been appointed assistant to general manager, operations and maintenance, at that point.

William B. Salter, assistant general manager of the Toronto, Hamilton & Buffalo at Hamilton, Ont., has been appointed general manager. **Arthur I. Coombes**, assistant to president, at Hamilton, has been appointed assistant to general manager.

Chester A. Johnston, superintendent of transportation of the Wabash and the Ann Arbor, with headquarters at St. Louis, Mo., has been appointed general manager of both roads, a newly-created position. Mr. Johnston assumes a portion of the duties previously performed by



B & O communications center in Baltimore, showing perforators and multiple transmitters at the right, and sending-receiving page printers and associated reperforators in the center and at the left.

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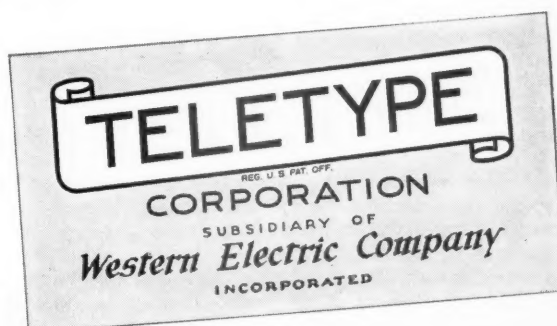
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George H. Sido, vice-president and general manager, whose title has been changed to vice-president—operation. **L. A. High**, superintendent of the Wabash's Moberly division, with headquarters at Moberly, Mo., succeeds Mr. Johnston, and is in turn replaced by **J. N. Sailor**, trainmaster at Montpelier, Ohio. Mr. Johnston was born at Logansport, Ind., on September 1, 1895, and received his higher education at Purdue University and the University of Arizona. He entered railroad service in June, 1917, with the Pennsyl-



Chester A. Johnston

vania, serving in various capacities with that road until May, 1924, when he joined the Wabash as assistant engineer on the Decatur division at Decatur, Ill. Subsequently he held the positions successively of resident engineer at Adrian, Mich., track supervisor on the Chicago terminal division and division engineer at Montpelier, Ohio. In 1930 he was appointed superintendent on the Detroit division at Montpelier, being again appointed division engineer at that point in 1932. He became superintendent, St. Louis terminal division, in 1934, and two years later returned to Montpelier as superintendent. In March, 1940, Mr. Johnston was transferred to Decatur as division superintendent, and in December, 1943, was promoted to superintendent of transportation.

D. C. Hartley, superintendent of the Canadian Pacific at Regina, Sask., has been transferred to Revelstoke, B. C.

TRAFFIC

H. M. Emerson, commercial agent of the Atlantic Coast Line, has been appointed general agent, with headquarters as before at Jacksonville, Fla., succeeding **H. S. Rice**, who has been appointed traveling tariff inspector of the Southern and Western divisions at Jacksonville.

Andrew G. Oldenquist, general passenger agent of the Erie, has been promoted to passenger traffic manager, with headquarters as before at Cleveland, Ohio, succeeding **Ralph B. Rogers**, who retired on May 31 because of ill health, after

38 years of service. **F. J. Wild**, assistant general passenger agent at New York, has been advanced to general passenger agent at Cleveland. **John H. Dimke**, general agent at Jersey City, N. J., has been appointed assistant general passenger agent at New York. **George W. M. Krom, Jr.**, general agent at New York, has been transferred to Jersey City.

J. D. Dawson, Jr., commercial agent of the Seaboard Air Line at Cincinnati, Ohio, has been appointed general agent at Detroit, Mich., succeeding **J. T. Baird**, who has retired after nearly 37 years of service with that company.

R. L. Gainer, general agent of the Chicago & Eastern Illinois at Detroit, Mich., has retired after nearly 25 years of continuous service. **J. Cibulka** has been appointed assistant general freight agent—divisions at Chicago.

The Fort Worth & Denver City has established a new traffic agency at Galveston, Tex.

J. T. Taylor has been appointed industrial agent of the Missouri Pacific.

William A. Marshall, assistant to vice-president of the Seaboard Air Line, has been named freight traffic manager, with headquarters as before at Norfolk, Va., succeeding **Robert T. Etheridge**, who has been appointed assistant vice-president. The position formerly held by Mr. Marshall has been abolished. Mr. Marshall was born at Macon, Ga., on May 25, 1891, and entered railroad service in July, 1905, as messenger with the Southern at Atlanta, Ga., later serving as record clerk and billing clerk. In 1907 he went with the Nashville, Chattanooga & St. Louis at Atlanta as rate clerk and



William A. Marshall

in 1910 joined the Atlanta, Birmingham & Atlantic (now part of the Atlantic Coast Line) where he served successively as quotation clerk, rate clerk and executive rate clerk in the general freight office. In 1914 Mr. Marshall became executive rate clerk of the A.C.L. at Wilmington, N.C., and from 1917 to 1919 was in the United States Army as 2nd

and 1st lieutenant and captain. Returning to the A.C.L. in 1919, he joined the Norfolk Southern the following year, serving successively as executive rate clerk, assistant chief clerk and assistant general freight agent. Mr. Marshall entered the service of the S.A.L. in 1926 as assistant general freight agent and was appointed general freight agent in 1934 and assistant to vice-president in August, 1946.

L. L. Smith and **G. C. Smith**, general agents of the Missouri Pacific Lines at San Francisco, Cal., and Los Angeles, respectively, have been promoted to assistant traffic managers at those points. Their former posts have been abolished. **John R. Mills** has been appointed division freight agent at East St. Louis, Ill.

J. M. McMahon has been appointed general agent in the freight and passenger office of the Chicago & Eastern Illinois at Buffalo, N. Y., succeeding **C. A. Ernst**, transferred to the Detroit (Mich.) office. Mr. McMahon was formerly with the Central of New Jersey.

John L. Jeffries has been appointed general agent of the Southern Pacific, at Indianapolis, Ind., succeeding **Harry Reyburn**, transferred to Cleveland, Ohio.

H. D. Riddells, general agent of the Texas & Pacific at Detroit, Mich., has been transferred to Houston, Tex. He is succeeded by **E. H. Eisenhardt**, general agent, freight and passenger departments, at New York.

Harry B. May has been appointed industrial commissioner, Pere Marquette district, Chesapeake & Ohio, at Detroit, Mich.

C. F. Farmer, general passenger agent of the Union Pacific at Los Angeles, Cal., has retired. Mr. Farmer was born at Garrett, Ind., on April 15, 1887. He entered railroad service in May, 1905, with the Great Northern, holding various minor positions with that road and the Minneapolis & St. Louis, White Pass & Yukon and Northern Pacific until November, 1920. Subsequently he became assistant agent for the U. P. at Pasadena, Cal., and in 1927 was advanced to general agent at the same point. Mr. Farmer was transferred to Los Angeles in February, 1940, as general agent, passenger department, being appointed assistant general passenger agent in May, 1944. In December of the following year he became general passenger agent.

Edward H. Wigand, division freight agent of the Louisville & Nashville at Knoxville, Tenn., has retired after nearly 53 years of continuous service with the L. & N. Appointed to succeed Mr. Wigand is **Robert H. Wilson**, general agent at Detroit, Mich., who is succeeded in turn by **Kirby G. Scott**, general agent at Louisville, Ky. **Elmer W. Simpson**, commercial agent at Cincinnati, Ohio, replaces Mr. Scott.

MECHANICAL

E. R. Tattershall, superintendent maintenance equipment of the New York Central, Buffalo and East, at New York, will retire on August 31.

Harold F. Mackey, master mechanic of the Atchison, Topeka & Santa Fe, at Clovis, N. M., has been transferred in that capacity to the Kansas City and Eastern divisions, with headquarters at Argentine, Kan., succeeding **D. J. Everett**, transferred to Galveston, Tex., as master mechanic.

John P. Morris, assistant to operating vice-president of the Atchison, Topeka & Santa Fe at Chicago, has been appointed general manager of the mechanical department at that point. Mr. Morris was born on March 16, 1890, at Fort Madison, Iowa, and entered railroad service in 1904 as a machine operator for the Santa Fe at Shopton, Iowa. Subsequently he served as machinist ap-



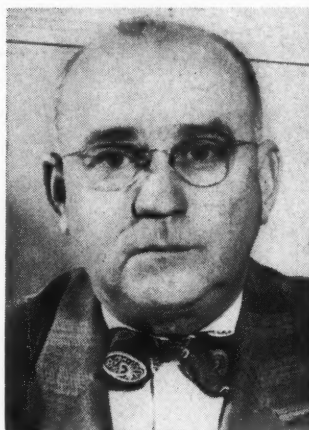
John P. Morris

prentice, machinist, machinist gang foreman, roundhouse foreman and general foreman. He was appointed master mechanic of the road's Illinois division in 1924, and in 1937 was promoted to mechanical assistant at Chicago. Mr. Morris became mechanical superintendent at Shopton in 1938 and general mechanical assistant at Chicago in 1939. He was advanced to assistant to operating vice-president in November, 1948.

L. B. Close, master mechanic, Chicago division, of the Chicago, Rock Island & Pacific, at Chicago, has been transferred in that position to Little Rock, Ark. He is succeeded by **J. H. Kasmeier**, general foreman at Cedar Rapids, Iowa. **J. E. Kerwin**, master mechanic at Armourdale, Kan., has been transferred in that capacity to the Cedar Rapids division, succeeding **J. W. Gonn**, who in turn replaces Mr. Kerwin at Armourdale.

George O. Prosser, whose appointment as superintendent—car department of the Kentucky & Indiana Terminal at Louisville, Ky., was reported in the *Railway*

Age of May 6, was born on December 17, 1900, at Kansas City, Kan. He entered service with the K. & I. T. in July, 1920, and two years later became assistant gen-



George O. Prosser

eral car foreman. In 1931 he was advanced to general car foreman, which position he held prior to his latest appointment.

PURCHASES and STORES

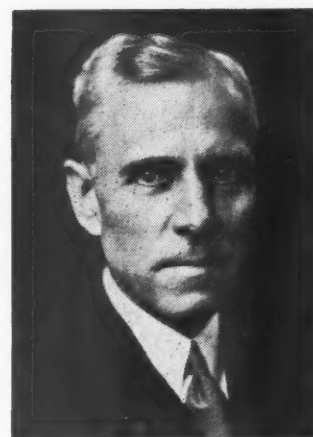
W. C. Wilson, assistant general storekeeper, Pere Marquette district, Chesapeake & Ohio, at Grand Rapids, Mich., has been advanced to general storekeeper at that point, rather than **J. G. Acheson**, as was incorrectly reported in the *Railway Age* of May 6. Mr. Wilson succeeds the late **E. A. Carlson**.

John F. Duffy, assistant manager of stores of the Erie, has been promoted to manager of stores, with headquarters as before at Hornell, N. Y., succeeding **August L. Sorensen**, who has retired after almost 50 years of service with the company. **James P. Hogan**, assistant to manager of stores, has been promoted to assistant manager of stores, and **George J. House**, classification inspector, has been appointed assistant to manager of stores. Mr. Sorensen was born at Copenhagen, Denmark, on May 23, 1885, and went to work for the Erie as a messenger shortly after his 15th birthday. He held various clerical positions in the accounting department and later worked as a special investigator for the comptroller. Mr. Sorensen served successively as statistician, bookkeeper, chief clerk, special accountant, general auditor and comptroller of the Erie until July 1, 1921, when he was appointed manager of stores, the position he held until his retirement on June 1.

Mr. Hogan became an Erie storekeeper at Hornell in 1911. He was appointed accountant in the stores department at Meadville, Pa., in 1918; traveling stores accountant at New York in 1921; chief accountant in the stores department at Hornell in 1927; and assistant to manager of stores in 1948.

ENGINEERING & SIGNALING

H. B. Barry, chief engineer of the St. Louis-San Francisco, with headquarters at Springfield, Mo., retired on June 1 after 48 years of service with the Frisco and its predecessors. He will be succeeded by **E. L. Anderson**, assistant chief engineer at Springfield. **B. H. Crossland**, also assistant chief engineer at Springfield, will become assistant chief engineer, Eastern district, at that point, and **F. E. Short** will become assistant chief engineer, Western district, there. Mr. Barry was born at Hillsboro, Ill., on May 19, 1880, and received his higher education at the University of Illinois. He began his railroad career in July, 1902, as an instrumentman on construction for the Missouri, St. Louis, Memphis & Southeastern (now part of the Frisco), and later served in various capacities with several other roads. In August, 1906, he was made an instrumentman in the



H. B. Barry

Frisco's district engineer's office at Monett, Mo., and the following November became assistant engineer at Memphis, Tenn. He was appointed district engineer at Chaffee, Mo., in 1911, and advanced to principal assistant engineer in the chief engineer's office at St. Louis, Mo., in 1920. Mr. Barry was promoted to assistant chief engineer at St. Louis in 1929, and four years later was transferred in that position to Springfield. He became chief engineer in January, 1946.

SPECIAL








W. E. Rachels, special representative in the public relations department of the Seaboard Air Line, has been appointed public relations representative, with headquarters as before at Norfolk, Va.

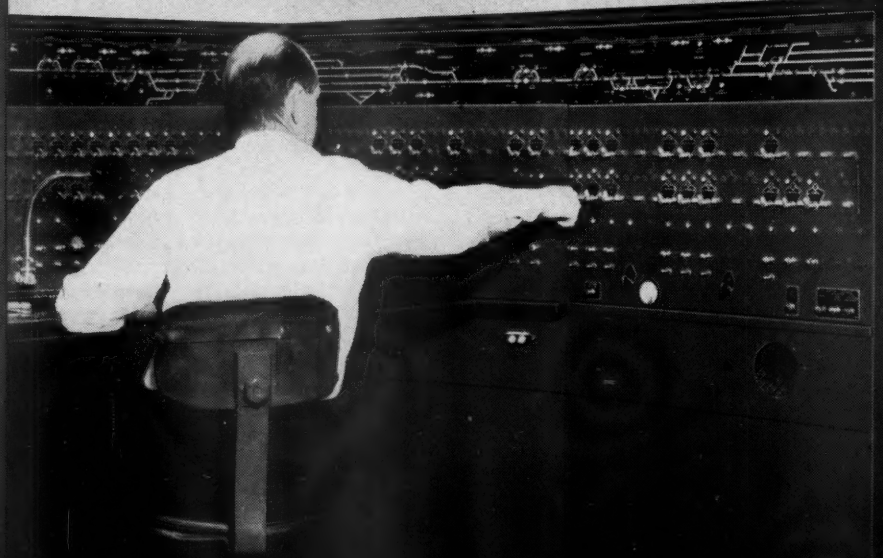
Herbert Deeming, editor of the Atchison, Topeka & Santa Fe employee magazine "The Santa Fe Magazine," has retired after nearly 30 years of service. **M. L. Shepherd**, assistant editor, succeeds Mr. Deeming.

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Current Publications

BOOKS

National Associations of the United States, by Jay Judkins. 634 pages. Issued by the United States Department of Commerce; available from the Government Printing Office, Washington 25, D. C. \$3.50.

The Department of Commerce has long recognized the importance of trade associations and related groups to the individual businessman and to the national economy. To strengthen and promote the relationship between businessmen and cooperative non-profit organizations, the department in 1913 initiated a series of directories, handbooks, and other publications on trade associations and allied organizations. The present handbook is the thirteenth in the series. It consists of a directory and a review of the services and accomplishments of trade associations, professional societies, labor unions, farm cooperatives, chambers of commerce, better business bureaus, and other organizations which play a prominent part in American life. It lists the name of the association, its chief paid official, number of paid staff and year formed, number of members, and address. Also included are summarized economic data, with references to standard sources.

Statistics of Steam Railways [of Canada] for the Year Ended December 31, 1948. 166 pages. Prepared in the Transportation Division, Dominion Bureau of Statistics, Department of Trade and Commerce, Ottawa, Ont. 50 cents.

Contains complete statistics on all phases of Canadian railway operations. The first section summarizes operations of all railways from 1943 through 1948; the second contains statistics for individual railroads for 1948.

PAMPHLETS

Building the Burlington Through Nebraska—A Summary View, by Thomas M. Davis. Reprinted from *Nebraska History*, December, 1949. Published by the Nebraska State Historical Society, 1019 Capitol bldg., Lincoln 9, Neb.

A highly condensed statement of the building of the Burlington in Nebraska, based on certain chapters of the author's biography of George W. Holdrege, a doctoral dissertation written at the University of Nebraska.

Railroads at Work; A Picture Book of the American Railroads in Action. Fourth edition, 68 pages. Published by the Association of American Railroads, Transportation bldg., Washington 6, D. C. Free.

Designed primarily for school children, this little booklet contains some excellent photographs, each of which is accompanied by a brief textual explanation. The pictures are, for the most part, modern in content, and are, predominantly, action shots of railroad activity. There are, however, a few historical pictures and some good train, locomotive and car views.

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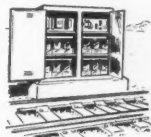
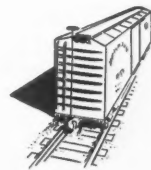
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